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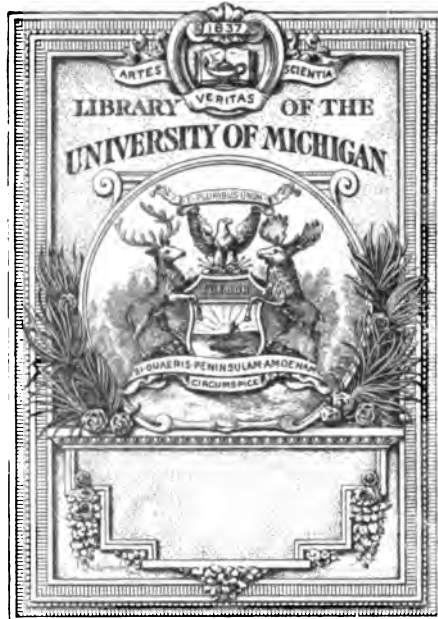
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ACCOUNTS AND PAPERS:

SIXTY VOLUMES.

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— (31.) —

SHIPPING; HARBOURS;  
WRECKS AND CASUALTIES.

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Session 1.—30 *January* 1900 — 8 *August* 1900.  
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VOL. LXXVII.

1900.

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1900.

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### THIRTY-FIRST VOLUME.

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SHOWING THE

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Board of Trade,  
19 June 1900. }

COURTENAY BOYLE.

(*Mr. Ritchie.*)

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TABLE, No. 1.

## UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS of different NATIONALITIES, Entered and Cleared,  
Years 1840, 1850, 1860, 1870,

NATIONALITY.	1840.	1850.	1860.	1870.	1880.	1885.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS . . . . .	6,490,485	9,442,544	13,914,923	25,072,180	41,348,984	46,389,055	53,973,112	1
FOREIGN SHIPS:—								
American (U.S.) . . . . .	-	-	2,981,697	1,265,902	1,006,388	520,353	291,933	2
Austrian . . . . .	-	-	344,117	388,938	329,292	188,145	117,831	3
Belgian . . . . .	-	-	132,133	318,952	533,557	560,976	873,109	4
Danish . . . . .	-	-	759,987	753,070	1,384,699	1,487,310	1,854,002	5
Dutch . . . . .	-	-	567,390	531,837	1,170,463	1,479,716	1,900,891	6
French . . . . .	-	-	913,336	1,105,951	1,743,042	1,877,726	1,686,974	7
German . . . . .	-	-	2,314,255	1,763,433	3,173,835	4,007,422	4,392,955	8
Italian . . . . .	-	-	303,414	935,043	1,125,270	723,749	444,187	9
Norwegian . . . . .	-	-	1,456,764	2,774,348	4,051,768	3,934,748	5,000,801	10
Russian . . . . .	-	-	282,611	619,255	607,902	484,805	551,123	11
Spanish . . . . .	-	-	142,836	312,446	635,996	929,815	1,276,060	12
Swedish . . . . .	-	-	449,507	684,729	1,508,821	1,408,350	1,575,812	13
Other Countries . . . . .	-	-	126,322	114,098	116,046	289,472	345,079	14
TOTAL FOREIGN . . . . .	2,949,182	5,062,520	10,774,369	11,568,002	17,387,079	17,892,587	20,310,757	15
TOTAL BRITISH AND FOREIGN . . . . .	9,439,667	14,505,064	24,689,292	36,640,182	58,736,063	64,281,642	74,283,869	16

TABLE, No. 2.

## UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of STEAM VESSELS of different NATIONALITIES, Entered and Cleared,  
Years 1840, 1850, 1860, 1870,

NATIONALITY.	1840.	1850.	1860.	1870.	1880.	1885.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS . . . . .	663,048	1,802,955	4,186,620	13,341,058	30,976,037	39,794,162	49,023,775	1
FOREIGN SHIPS:—								
American (U.S.) . . . . .	-	-	8,809	4,852	139,070	45,228	110,003	2
Austrian . . . . .	-	-	300	6,746	501	43,183	45,725	3
Belgian . . . . .	-	-	58,849	290,615	529,170	556,742	869,196	4
Danish . . . . .	-	-	29,829	101,053	643,924	913,068	1,308,913	5
Dutch . . . . .	-	-	123,242	165,490	940,558	1,289,168	1,727,463	6
French . . . . .	-	-	44,025	296,346	996,866	1,478,995	1,319,491	7
German . . . . .	-	-	389,318	446,765	1,438,467	2,706,120	3,401,727	8
Italian . . . . .	-	-	432	8,903	12,827	101,980	104,454	9
Norwegian . . . . .	-	-	18,115	28,517	201,897	575,394	1,169,550	10
Russian . . . . .	-	-	22,696	102,856	65,633	98,974	168,612	11
Spanish . . . . .	-	-	37,336	185,869	562,116	886,042	1,234,123	12
Swedish . . . . .	-	-	16,165	63,166	650,973	752,593	885,017	13
Other Countries . . . . .	-	-	31,737	30,095	55,903	268,218	316,960	14
TOTAL FOREIGN . . . . .	128,507	406,892	780,853	1,731,273	6,237,905	9,715,705	12,661,234	15
TOTAL BRITISH AND FOREIGN . . . . .	791,555	2,209,847	4,967,473	15,072,331	37,213,942	49,509,867	61,685,009	16

TABLE, No. 1.

## UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES and in BALLAST, at PORTS in the UNITED KINGDOM, in each of the  
1880, 1885, and 1890–99.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	53,957,435	54,372,730	54,148,664	58,681,647	58,691,926	62,064,335	64,426,545	64,216,728	65,648,989*
2	306,044	222,509	464,468	536,446	656,525	768,597	710,950	314,445	569,979
3	133,941	175,019	191,136	201,281	209,792	237,818	273,942	247,790	413,229
4	952,263	952,619	1,022,546	1,023,812	1,089,482	1,179,646	1,352,450	1,404,946	1,474,438
5	1,889,871	1,950,635	1,772,837	2,000,127	1,951,736	2,265,153	2,579,530	2,828,918	3,375,632
6	1,943,854	2,144,103	2,155,707	2,278,387	2,307,034	2,470,138	2,522,509	2,614,124	2,950,447
7	1,851,100	1,938,898	1,787,538	1,766,026	1,838,743	1,805,638	2,112,648	2,027,726	2,535,136
8	4,400,474	4,045,145	3,789,702	3,828,128	3,888,642	3,823,168	4,046,221	4,539,912	5,238,057
9	476,722	590,907	358,108	452,516	336,312	279,237	501,526	643,926	1,087,806
10	5,045,538	5,350,864	5,013,533	5,418,954	5,264,844	5,883,467	6,362,542	6,604,963	7,442,597
11	503,788	626,965	617,583	648,868	645,247	693,455	688,678	790,397	903,547
12	1,233,323	1,162,999	1,165,551	1,253,133	1,327,394	1,354,003	1,471,597	1,377,669	2,006,440
13	1,762,705	1,935,537	1,848,856	2,089,130	1,994,362	2,236,382	2,531,342	2,728,160	3,318,348
14	355,562	398,225	296,618	357,904	337,135	401,385	618,383	624,262	818,242
15	20,855,185	21,494,425	20,484,183	21,854,712	21,847,248	23,398,087	25,772,318	26,747,238	32,133,898
16	74,812,620	75,867,155	74,632,847	80,536,359	80,539,174	85,462,422	90,198,863	90,963,966	97,782,887*

TABLE, No. 2.

## UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES and in BALLAST, at PORTS in the UNITED KINGDOM, in each of the  
1880, 1885, and 1890–99.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	49,371,398	49,857,700	49,893,628	54,413,130	54,899,980	58,809,349	61,372,033	61,395,898	63,119,670*
2	124,507	124,952	379,675	397,332	574,059	722,123	659,134	285,252	539,851
3	68,038	120,765	155,152	166,480	180,199	222,521	266,061	239,930	407,254
4	949,153	951,720	1,020,243	1,022,757	1,067,762	1,177,845	1,351,872	1,403,895	1,472,356
5	1,374,614	1,405,352	1,257,806	1,493,816	1,513,227	1,845,106	2,174,642	2,436,723	2,962,906
6	1,771,837	1,960,020	2,029,162	2,124,888	2,166,064	2,319,509	2,362,597	2,471,668	2,812,882
7	1,505,008	1,595,861	1,492,941	1,433,589	1,533,968	1,514,625	1,725,705	1,655,932	2,097,029
8	3,428,486	3,102,233	2,868,438	3,004,891	3,131,770	3,173,421	3,440,903	3,993,784	4,692,947
9	168,153	323,295	142,670	140,803	69,017	82,736	308,483	440,595	890,891
10	1,459,859	1,540,247	1,658,898	1,879,504	2,012,001	2,683,598	3,229,489	3,647,988	4,634,663
11	157,498	194,223	200,592	204,570	211,605	248,102	256,578	321,791	448,465
12	1,197,078	1,122,871	1,134,276	1,228,506	1,312,981	1,334,253	1,452,567	1,355,826	1,988,475
13	1,061,140	1,221,900	1,154,489	1,323,626	1,303,439	1,522,026	1,856,596	2,072,320	2,674,026
14	328,315	365,842	282,162	326,753	311,596	383,537	596,369	595,188	794,367
15	13,593,686	14,029,281	13,776,504	14,745,515	15,407,688	17,229,402	19,680,996	20,920,892	26,425,112
16	62,965,084	63,886,981	63,670,132	69,158,645	70,307,668	76,038,751	81,053,029	82,316,790	89,544,782*

\* In addition to the tonnage above stated, the tonnage of the British vessels employed by the Government for the conveyance of troops, stores, &c., from and to South Africa that entered and cleared at Ports in the United Kingdom in 1899 was 383,931 tons.

TABLE, No. 3.

## UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS of different NATIONALITIES, Entered  
Years 1840, 1850, 1860,

NATIONALITY.	1840.	1850.	1860.	1870.	1880.	1885.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	5,216,159	8,039,308	12,119,454	22,243,039	35,885,868	40,644,647	46,406,250	1
FOREIGN SHIPS:—								
American (U.S.) - - - -	829,052	1,215,225	2,734,381	1,134,215	882,277	486,331	272,735	2
Austrian - - - - -	*	*	316,511	356,701	260,923	166,063	100,914	3
Belgian - - - - -	77,015	71,775	112,537	305,384	461,078	488,181	696,121	4
Danish - - - - -	199,839	285,263	618,681	623,798	1,158,572	1,244,046	1,485,616	5
Dutch - - - - -	115,544	240,444	445,556	436,214	1,049,377	1,353,982	1,768,904	6
French - - - - -	196,677	369,624	616,410	785,658	1,133,630	1,167,919	1,271,181	7
German - - - - -	*	*	1,797,747	1,433,595	2,576,819	3,169,648	3,354,754	8
Italian - - - - -	*	*	275,688	811,903	884,206	559,283	364,321	9
Norwegian - - - - -	169,842	331,664	948,212	1,975,575	2,914,407	2,969,505	3,792,739	10
Russian - - - - -	105,348	163,254	242,673	538,443	470,336	381,294	456,621	11
Spanish - - - - -	15,228	46,328	128,181	293,800	584,721	840,242	1,154,290	12
Swedish - - - - -	52,563	125,649	366,700	591,985	1,310,707	1,261,713	1,448,559	13
Other Countries - - - -	520,566	1,132,140	115,187	94,370	106,029	249,337	263,070	14
TOTAL FOREIGN - - - -	2,281,674	3,981,366	8,718,464	9,381,641	13,793,082	14,337,544	16,429,825	15
TOTAL BRITISH AND FOREIGN	7,497,833	12,020,674	20,837,918	31,624,680	49,678,950	54,982,191	62,836,075	16

\* Included in "Other Countries."

TABLE, No. 4.

## UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of STEAM VESSELS of different NATIONALITIES, Entered and Cleared,  
1860, 1870, 1880,

NATIONALITY.	1860.	1870.	1880.	1885.	1890.	1891.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	3,976,852	11,825,002	27,052,131	34,805,596	42,127,266	41,719,869	1
FOREIGN SHIPS:—							
American (U.S.) - - - -	8,809	4,852	139,070	45,153	108,558	116,624	2
Austrian - - - - -	300	6,704	None	40,323	36,833	49,073	3
Belgian - - - - -	58,849	288,095	457,338	484,831	692,994	773,394	4
Danish - - - - -	29,652	92,561	536,417	763,869	1,029,044	1,089,271	5
Dutch - - - - -	122,838	161,062	875,774	1,207,181	1,645,283	1,692,823	6
French - - - - -	42,699	206,802	552,758	842,457	984,550	1,122,948	7
German - - - - -	344,959	399,673	1,149,645	2,076,758	2,523,635	2,485,830	8
Italian - - - - -	432	3,765	7,796	58,911	67,319	114,390	9
Norwegian - - - - -	18,115	27,952	138,276	435,293	917,105	1,106,250	10
Russian - - - - -	20,717	98,561	49,697	84,392	145,218	131,248	11
Spanish - - - - -	37,088	180,119	518,726	798,239	1,114,086	1,118,064	12
Swedish - - - - -	16,165	62,556	593,175	691,323	826,692	945,060	13
Other Countries - - - -	27,541	19,138	53,253	229,802	237,177	247,613	14
TOTAL FOREIGN - - - -	728,164	1,551,640	5,071,925	7,758,532	10,328,494	10,992,608	15
TOTAL BRITISH AND FOREIGN	4,705,016	13,376,642	32,124,056	42,564,128	52,455,760	52,712,477	16

TABLE, No. 3.

UNITED KINGDOM—(FOREIGN TRADE).

and Cleared, with CARGOES only, at PORTS in the UNITED KINGDOM, in each of the 1870, 1880, 1885, and 1890-99.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
1	<i>Tons.</i> 45,534,353	<i>Tons.</i> 46,419,792	<i>Tons.</i> 45,457,810	<i>Tons.</i> 49,409,431	<i>Tons.</i> 49,925,555	<i>Tons.</i> 52,355,651	<i>Tons.</i> 53,440,953	<i>Tons.</i> 53,131,169	<i>Tons.</i> 54,421,644
2	284,364	180,890	445,829	504,968	649,254	747,688	686,279	297,087	555,117
3	104,378	147,289	155,708	165,153	171,640	193,610	226,500	184,481	287,516
4	776,465	819,124	844,074	853,089	932,413	968,664	1,053,647	1,088,606	1,167,126
5	1,532,700	1,530,861	1,385,659	1,592,864	1,529,770	1,789,356	1,917,944	2,030,933	2,388,052
6	1,815,841	2,016,398	2,018,203	2,132,744	2,198,172	2,293,295	2,312,582	2,331,563	2,572,315
7	1,395,398	1,382,383	1,366,780	1,430,472	1,390,261	1,376,682	1,594,550	1,497,017	1,895,326
8	3,261,762	2,999,039	2,734,981	2,886,751	2,935,749	2,868,803	3,042,043	3,408,690	3,785,898
9	382,885	452,033	294,994	361,221	260,235	221,658	353,606	440,418	813,643
10	3,797,386	3,940,230	3,699,266	3,948,682	3,954,484	4,395,254	4,796,161	4,950,270	5,599,909
11	422,687	521,017	507,005	538,989	545,549	586,423	583,769	657,158	751,542
12	1,153,528	1,066,798	1,028,604	1,018,734	1,136,220	1,140,573	1,264,022	1,176,518	1,585,435
13	1,582,545	1,705,059	1,604,562	1,811,702	1,769,801	1,951,542	2,178,231	2,305,768	2,752,234
14	266,932	292,781	204,712	264,058	231,556	293,686	494,140	478,768	638,439
15	16,779,871	17,053,902	16,290,377	17,509,427	17,705,104	18,827,236	20,503,474	20,847,277	24,792,552
16	62,314,224	63,473,694	61,748,187	66,918,858	67,630,659	71,182,887	73,944,427	73,978,446	79,214,196

TABLE, No. 4.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES only, at PORTS in the UNITED KINGDOM, in each of the Years 1885, and 1890-99.

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
1	<i>Tons.</i> 42,642,375	<i>Tons.</i> 41,867,486	<i>Tons.</i> 45,806,362	<i>Tons.</i> 46,622,721	<i>Tons.</i> 49,519,209	<i>Tons.</i> 50,746,877	<i>Tons.</i> 50,748,534	<i>Tons.</i> 52,237,317
2	100,682	377,814	396,489	573,979	707,128	645,845	273,883	533,076
3	102,691	126,922	137,692	148,861	180,892	218,864	179,668	285,791
4	818,348	842,690	852,259	931,239	967,332	1,053,338	1,087,935	1,166,494
5	1,069,405	956,053	1,175,865	1,160,301	1,433,146	1,571,161	1,703,019	2,033,651
6	1,867,195	1,915,696	2,019,184	2,080,578	2,175,275	2,193,525	2,237,501	2,470,331
7	1,110,486	1,131,922	1,172,373	1,160,163	1,159,766	1,332,246	1,249,131	1,599,320
8	2,247,002	2,026,747	2,230,818	2,335,839	2,367,499	2,570,699	3,003,878	3,364,892
9	231,313	117,193	102,413	56,470	50,340	191,144	310,027	672,450
10	1,230,247	1,300,038	1,482,794	1,588,960	2,042,079	2,500,785	2,812,484	3,527,673
11	170,913	176,013	183,249	187,979	208,906	216,572	269,865	368,104
12	1,026,735	997,329	993,975	1,123,912	1,121,980	1,244,992	1,158,437	1,569,710
13	1,072,583	1,005,046	1,135,485	1,141,261	1,300,709	1,560,010	1,716,957	2,142,323
14	265,529	192,154	242,280	210,511	278,707	476,694	457,096	617,800
15	11,313,129	11,165,617	12,124,876	12,700,053	13,993,759	15,775,875	16,459,881	20,351,615
16	53,955,504	53,033,103	57,931,238	59,322,774	63,512,968	66,522,752	67,208,415	72,588,932

TABLE, No. 5.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in the between NATIONAL and FOREIGN SHIPS, in each of the

YEARS.	TONNAGE of NATIONAL SHIPS, and Proportion to Total Tonnage.											
	UNITED KINGDOM.		RUSSIA (IN EUROPE).§		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	9,442,544	65·1	-	-	1,050,307	75·2	‡ 462,884	43·4	-	-	-	-
1860	13,914,923	56·3	696,234	16·5	1,513,369	74·5	‡ 560,066	40·3	-	-	-	-
1870	25,072,180	68·4	784,006	11·2	2,263,288	70·0	1,374,433	31·8	-	-	* 1,255,150	35·9
1875	30,944,744	66·9	797,562	9·8	2,593,615	71·8	1,793,135	34·0	1,771,743	49·3	4,101,351	38·2
1880	41,348,984	70·4	1,134,914	11·4	2,716,928	68·2	2,563,909	37·2	2,351,554	52·7	5,108,571	39·1
1885	46,389,055	72·2	944,084	8·7	3,030,773	64·0	3,301,450	36·6	3,241,740	52·5	6,986,942	42·2
1889	52,469,654	73·0	975,560	7·3	3,368,251	63·1	3,519,990	33·7	3,795,363	52·7	8,670,159	42·4
1890	53,973,112	72·7	958,258	7·9	3,468,381	64·8	3,624,301	33·7	4,693,308	58·4	9,275,710	43·9
1891	53,957,435	72·1	1,010,314	8·7	3,901,930	67·6	3,793,220	33·6	4,726,187	59·2	10,018,006	43·3
1892	54,372,730	71·7	1,050,336	11·3	3,830,892	66·0	3,902,802	34·1	4,526,593	57·3	9,686,693	43·2
1893	54,148,664	72·6	1,083,398	8·5	3,867,835	66·6	3,946,563	33·7	4,414,996	55·5	9,683,545	42·1
1894	58,681,647	72·9	1,365,018	7·0	3,612,162	65·9	4,294,374	33·8	4,664,991	53·1	10,167,417	41·5
1895	58,691,926	72·9	1,390,098	7·2	3,588,038	67·2	4,120,594	33·3	4,573,117	54·3	10,145,057	42·4
1896	62,064,335	72·6	1,591,544	8·4	3,913,321	66·9	4,619,682	32·7	5,464,342	58·6	10,283,952	42·7
1897	64,426,545	71·4	1,560,069	8·6	4,085,586	66·6	5,299,623	35·6	5,925,036	56·1	10,918,269	42·4
1898	64,216,728	70·6	1,794,749	10·3	4,197,258	66·7	5,719,400	37·2	6,516,528	58·2	12,035,264	43·7
1899	65,648,989†	67·1	-	-	4,219,600	66·2	-	-	-	-	-	-
TONNAGE of FOREIGN SHIPS, and Proportion to Total Tonnage.												
1850	5,062,520	34·9	-	-	346,639	24·8	‡ 604,002	56·6	-	-	-	-
1860	10,774,369	43·7	3,518,540	83·5	516,667	25·5	‡ 828,386	59·7	-	-	-	-
1870	11,568,002	31·6	6,231,096	88·8	967,753	30·0	2,954,151	68·2	-	-	* 2,234,097	64·1
1875	15,332,094	33·1	7,360,866	90·2	1,037,165	28·2	3,486,714	66·0	1,823,049	50·7	6,640,632	61·8
1880	17,387,079	29·6	8,840,418	88·6	1,268,549	31·8	4,330,246	62·8	2,109,940	47·3	7,957,841	60·9
1885	17,892,587	27·8	9,848,810	91·3	1,706,976	36·0	5,714,985	63·4	2,935,035	47·5	9,562,992	57·8
1889	19,420,241	27·0	12,456,802	92·7	1,966,219	36·9	6,910,604	66·3	3,407,024	47·3	11,802,257	57·6
1890	20,310,757	27·3	11,114,730	92·1	1,885,749	35·2	7,142,410	66·3	3,338,772	41·6	11,831,270	56·1
1891	20,855,185	27·9	10,633,080	91·3	1,873,273	32·4	7,492,135	66·4	3,252,205	40·8	13,131,748	56·7
1892	21,494,425	28·3	8,269,470	88·7	1,972,322	34·0	7,543,371	65·9	3,371,748	42·7	12,719,179	56·8
1893	20,484,183	27·4	11,669,068	91·5	1,937,545	33·4	7,758,851	66·3	3,537,118	44·5	13,316,009	57·9
1894	21,854,712	27·1	18,266,912	93·0	1,866,850	34·1	8,394,719	66·2	4,120,993	46·9	14,331,683	58·5
1895	21,847,248	27·1	17,801,090	92·8	1,751,212	32·8	8,263,153	66·7	3,852,687	45·7	13,808,407	57·6
1896	23,398,087	27·4	17,270,954	91·6	1,937,466	33·1	9,500,122	67·3	3,854,516	41·4	13,802,680	57·3
1897	25,772,318	28·6	16,522,307	91·4	2,047,731	33·4	9,578,190	64·4	4,636,946	43·9	14,844,242	57·6
1898	26,747,238	29·4	15,677,165	89·7	2,100,138	33·3	9,653,691	62·8	4,688,348	41·8	15,501,726	56·3
1899	32,133,898	32·9	-	-	2,157,000	33·8	-	-	-	-	-	-
TOTALS.												
	UNITED KINGDOM.		RUSSIA (IN EUROPE).§		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.	
1850	14,505,064		-	-	1,396,945		‡ 1,066,886		-	-	-	-
1860	24,689,292		4,214,774		2,030,036		‡ 1,388,452		-	-	-	-
1870	36,640,182		7,015,102		3,231,041		4,328,584		-	-	* 3,489,247	
1875	46,276,838		8,158,428		3,630,780		5,279,849		3,594,792		10,741,983	
1880	58,736,063		9,975,332		3,985,477		6,894,155		4,461,494		13,066,412	
1885	64,281,642		10,792,894		4,737,749		9,016,435		6,176,775		16,549,934	
1889	71,889,895		13,432,362		5,334,470		10,430,594		7,202,387		20,472,416	
1890	74,283,869		12,072,988		5,354,130		10,766,711		8,032,080		21,106,980	
1891	74,812,620		11,643,394		5,775,203		11,285,355		7,978,392		23,149,754	
1892	75,867,155		9,319,806		5,803,214		11,446,173		7,898,341		22,405,872	
1893	74,632,847		12,752,466		5,805,380		11,705,414		7,952,114		22,999,554	
1894	80,536,359		19,631,930		5,479,012		12,689,093		8,785,984		24,499,100	
1895	80,539,174		19,191,188		5,339,250		12,383,747		8,425,804		23,953,464	
1896	85,462,422		18,862,498		5,850,787		14,119,804		9,318,858		24,086,632	
1897	90,198,863		18,082,376		6,133,317		14,877,813		10,561,982		25,762,511	
1898	90,963,966		17,471,914		6,297,396		15,373,091		11,204,876		27,536,990	
1899	97,782,887†		-	-	6,376,600		-	-	-	-	-	-

\* Exclusive of Hamburg and Bremen. † In addition to the tonnage above stated, the tonnage of the British vessels employed by the Government for the conveyance of troops, stores, &c., from and to South Africa that Entered and Cleared at Ports in the United Kingdom in 1899 was 383,391 tons. ‡ With cargoes only. § Including the Caucasian Ports of the Black Sea from and after the year 1894. The particulars for Russia, inclusive also of the Caspian Sea trade in the years 1895-1899 are as follows:— || Provisional figures.

Years.	Russian.	Foreign.	TOTAL.
	Tons.	Tons.	Tons.
1895	1,860,048	17,801,090	19,661,138
1896	2,060,496	17,270,854	19,331,350
1897	2,129,500	16,622,507	18,661,907
1898	-	15,677,165	-

TABLE, No. 5.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, distinguishing Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99.

## TONNAGE of NATIONAL SHIPS, and Proportion to Total Tonnage.

HOLLAND.		BELGIUM.		FRANCE.		PORTUGAL.		SPAIN.		ITALY.*		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
730,690	41·8	142,251	22·3	1,891,512	41·0	-	-	-	-	-	-	1850
1,048,211	39·5	155,317	11·4	3,502,912	41·4	-	-	798,864	30·7	-	-	1860
1,033,965	28·4	200,347	6·4	4,289,206	31·5	296,572	11·8	1,311,761	37·0	2,780,078	36·5	1870
1,262,879	27·0	383,157	7·9	5,456,469	32·6	404,382	7·3	2,243,671	33·9	2,766,086	34·2	1875
2,116,318	30·9	826,039	11·6	7,522,221	30·0	371,317	6·5	3,650,902	26·6	3,425,008	34·8	1880
2,555,044	31·1	1,243,137	15·3	9,216,759	35·4	409,021	5·7	6,648,315	38·9	2,847,084	24·6	1885
3,158,549	30·5	1,869,177	18·1	9,886,193	36·1	426,429	4·3	10,473,903	43·1	3,435,659	24·8	1889
3,122,125	28·8	2,203,012	19·0	9,254,879	31·9	746,175	7·0	10,473,542	43·8	3,473,148	24·4	1890
3,335,516	29·2	2,140,107	17·7	9,704,191	30·7	877,335	7·9	10,272,310	44·0	3,627,847	25·8	1891
3,614,832	30·5	2,112,778	18·2	9,121,879	32·4	1,096,889	9·9	10,329,274	45·1	3,718,915	26·7	1892
3,662,803	29·5	2,344,411	19·6	8,382,311	29·9	1,339,007	11·5	11,437,182	47·6	4,124,421	28·0	1893
3,793,805	27·6	2,500,505	19·2	8,259,856	28·9	964,471	8·1	12,533,686	48·4	3,986,754	24·7	1894
3,666,795	27·1	2,611,076	19·1	8,531,234	30·6	824,099	6·6	12,237,818	47·2	4,030,608	24·0	1895
4,060,496	26·0	2,645,239	17·7	9,133,960	30·4	888,716	6·1	12,709,997	45·4	4,101,661	24·1	1896
4,214,340	24·9	2,897,472	18·2	9,551,538	30·3	1,113,905	7·0	12,901,199	44·8	15,779,908	44·3	1897
4,404,560	25·4	2,972,901	18·0	9,536,826	28·4	1,373,080	7·7	10,895,424	40·6	16,007,495	43·7	1898
-	-	-	-	-	-	-	-	12,921,012	43·2	-	-	1899

## TONNAGE of FOREIGN SHIPS, and Proportion to Total Tonnage.

1,016,681	58·2	496,291	77·7	2,719,207	59·0	-	-	-	-	-	-	1850
1,604,117	60·5	1,206,195	88·6	4,953,824	58·6	-	-	1,797,644	69·3	-	-	1860
2,610,506	71·6	2,908,959	93·6	9,317,531	68·5	2,213,429	88·2	2,230,433	63·0	4,841,365	63·5	1870
3,426,206	73·0	4,486,659	92·1	11,260,943	67·4	5,101,021	92·7	4,369,210	66·1	5,318,509	65·8	1875
4,727,716	69·1	6,290,107	88·4	17,510,257	70·0	5,374,730	93·5	10,092,212	73·4	6,421,962	65·2	1880
5,671,859	68·9	6,869,212	84·7	16,803,034	64·6	6,828,160	94·3	10,433,489	61·1	8,724,871	75·4	1885
7,206,967	69·5	8,435,260	81·9	17,491,102	63·9	9,442,556	95·7	13,812,519	56·9	10,436,045	75·2	1889
7,715,012	71·2	9,386,136	81·0	19,712,969	68·1	9,818,548	93·0	13,437,356	56·2	10,773,576	75·6	1890
8,073,128	70·8	9,946,145	82·3	21,898,685	69·3	10,204,714	92·1	13,073,491	56·0	10,443,996	74·2	1891
8,231,043	69·5	9,471,490	81·8	18,998,645	67·6	9,992,646	90·1	12,562,384	54·9	10,225,012	73·3	1892
8,736,682	70·5	9,597,059	80·4	19,640,015	70·1	10,293,933	88·5	12,585,544	52·4	10,612,438	72·0	1893
9,957,416	72·4	10,556,187	80·8	20,278,971	71·1	10,886,692	91·9	13,358,336	51·6	12,171,173	75·3	1894
9,864,550	72·9	11,058,926	80·9	19,378,145	69·4	11,600,837	93·4	13,684,668	52·8	12,798,860	76·0	1895
11,551,414	74·0	12,325,943	82·3	20,892,972	69·6	13,636,907	93·9	15,313,340	54·6	12,903,626	75·9	1896
12,643,469	75·1	13,002,003	81·8	21,937,215	69·7	14,692,266	93·0	15,864,215	55·2	19,863,895	55·7	1897
12,921,267	74·6	13,544,709	82·0	24,027,026	71·6	16,531,483	92·3	15,947,720	59·4	20,615,140	56·3	1898
-	-	-	-	-	-	-	-	16,974,206	56·8	-	-	1899

## TOTALS.

HOLLAND.	BELGIUM.	FRANCE.	PORTUGAL.	SPAIN.	ITALY.*	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1,747,371	638,542	4,610,719	-	-	-	1850
2,652,328	1,361,512	8,456,736	-	2,596,508	-	1860
3,644,471	3,109,306	13,606,737	2,510,001	3,542,194	7,621,443	1870
4,689,085	4,869,816	16,717,412	5,505,403	6,612,881	8,084,595	1875
6,844,034	7,116,146	25,032,478	5,746,047	13,743,114	9,846,970	1880
8,226,903	8,112,349	26,019,793	7,237,181	17,081,804	11,571,955	1885
10,365,516	10,304,437	27,377,295	9,868,985	24,286,422	13,871,704	1889
10,837,137	11,589,148	28,967,848	10,564,723	23,910,898	14,246,724	1890
11,408,644	12,086,252	31,602,876	11,082,049	23,345,801	14,071,843	1891
11,845,875	11,584,268	28,120,524	11,089,535	22,891,658	13,943,927	1892
12,399,485	11,941,470	28,022,326	11,632,940	24,022,726	14,736,859	1893
13,751,221	13,056,692	28,538,827	11,851,163	25,892,022	16,157,927	1894
13,531,345	13,670,002	27,909,379	12,424,936	25,922,486	16,829,468	1895
15,611,910	14,971,182	30,026,932	14,525,623	28,023,337	17,005,287	1896
16,897,809	15,899,475	31,488,753	15,806,171	28,765,414	35,643,803	1897
17,325,827	16,517,610	33,563,852	17,904,563	26,843,144	36,622,635	1898
-	-	-	-	29,895,218	-	1899

\* The basis of the returns of shipping engaged in the foreign trade was extended in 1897, and now includes vessels (liners) engaged in the coasting trade of Italy which extend their voyages to neighbouring foreign ports. Vessels belonging to shipping companies (*linee di navigazione a vapore*) which touch at Italian ports have been also since 1897 included in the shipping returns.

|| Provisional figures.

TABLE No. 5.—*continued.*

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in the UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, distinguishing between NATIONAL and FOREIGN SHIPS, in each of the Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99.—*continued.*

YEARS.	TONNAGE of NATIONAL SHIPS, and Proportion to Total Tonnage.							
	UNITED STATES.*		CHILI.		ARGENTINE REPUBLIC.		JAPAN.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	5,205,804	59·8	-	-	-	-	-	-
1860	12,087,209	70·8	-	-	-	-	-	-
1870	6,992,967	38·2	-	-	-	-	-	-
1875	7,310,589	31·0	91,638	7·2	107,288	6·1	-	-
1880	6,824,832	18·9	17,883	0·7	249,370	11·1	296,795	21·7
1885	6,363,567	20·6	941,613	27·8	1,677,885	24·1	282,238	15·8
1889	7,712,779	23·9	1,036,879	19·6	3,107,397	24·8	649,255	22·3
1890	8,149,878	22·5	849,846	14·8	3,214,465	27·1	701,415	22·2
1891	8,836,206	24·2	281,381	6·5	2,717,026	27·3	712,458	21·4
1892	9,006,106	21·4	807,509	12·8	3,349,763	28·2	712,029	19·9
1893	8,762,048	22·3	489,732	9·4	4,746,449	37·0	668,082	15·5
1894	9,394,597	23·3	690,991	11·5	5,578,931	40·8	560,208	11·4
1895	8,977,057	23·0	740,089	12·8	4,998,941	37·7	212,241	4·0
1896	10,525,919	24·8	614,466	8·4	5,989,016	39·4	955,966	14·2
1897	11,143,470	23·5	671,268	11·0	5,551,537	43·1	1,402,501	19·1
1898	10,351,493	20·2	750,899	12·3	5,226,814	36·9	1,911,921	25·8
1899	10,812,412	20·6	-	-	-	-	-	-
YEARS.	TONNAGE of FOREIGN SHIPS, and Proportion to Total Tonnage.							
	UNITED STATES.*		CHILI.		ARGENTINE REPUBLIC.		JAPAN.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	3,503,837	40·2	-	-	-	-	-	-
1860	4,977,916	29·2	-	-	-	-	-	-
1870	11,332,095	61·8	-	-	-	-	-	-
1875	16,278,728	69·0	1,181,905	92·8	1,658,431	93·9	-	-
1880	29,248,673	81·1	2,381,102	99·3	1,993,212	88·9	1,068,701	78·3
1885	24,456,029	79·4	2,447,427	72·2	5,273,085	75·9	1,499,083	84·2
1889	24,582,487	76·1	4,261,402	80·4	9,447,261	75·2	2,262,565	77·7
1890	28,106,245	77·5	4,889,869	85·2	8,632,959	72·9	2,464,989	77·8
1891	27,628,921	75·8	4,053,657	93·5	7,231,913	72·7	2,613,906	78·6
1892	33,168,351	78·6	5,502,940	87·2	8,537,088	71·8	2,866,762	80·1
1893	30,580,514	77·7	4,702,089	90·6	8,091,891	63·0	3,633,919	84·5
1894	30,866,756	76·7	4,534,409	88·5	8,087,156	59·2	4,347,211	88·6
1895	30,068,404	77·0	5,031,063	87·2	8,262,512	62·3	5,058,296	96·0
1896	31,877,850	75·2	6,662,956	91·6	9,219,837	60·6	5,767,636	85·8
1897	36,325,975	76·5	5,413,006	89·0	7,326,275	56·9	5,951,499	80·9
1898	40,976,138	79·8	5,360,889	87·7	8,943,746	63·1	5,494,318	74·2
1899	41,564,380	79·4	-	-	-	-	-	-
TOTALS.								
YEARS.	UNITED STATES.*		CHILI.		ARGENTINE REPUBLIC.		JAPAN.	
	Tons.		Tons.		Tons.		Tons.	
1850	8,709,641	-	-	-	-	-	-	-
1860	17,065,125	-	-	-	-	-	-	-
1870	18,325,062	-	-	-	-	-	-	-
1875	23,589,317	-	1,273,543	-	1,765,719	-	-	-
1880	36,073,505	-	2,398,985	-	2,242,582	-	1,365,496	-
1885	30,819,596	-	3,389,040	-	6,950,970	-	1,781,321	-
1889	32,295,266	-	5,298,281	-	12,554,658	-	2,911,820	-
1890	36,256,123	-	5,739,715	-	11,847,424	-	3,166,404	-
1891	36,465,127	-	4,335,038	-	9,948,939	-	3,326,364	-
1892	42,174,457	-	6,310,449	-	11,886,851	-	3,578,791	-
1893	39,342,562	-	5,191,821	-	12,838,340	-	4,302,001	-
1894	40,261,353	-	5,225,400	-	13,666,087	-	4,907,419	-
1895	39,045,461	-	5,771,152	-	13,261,453	-	5,270,537	-
1896	42,403,769	-	7,277,422	-	15,208,853	-	6,723,602	-
1897	47,469,445	-	6,084,274	-	12,877,812	-	7,354,000	-
1898	51,327,631	-	6,111,788	-	14,170,560	-	7,406,239	-
1899	52,376,792	-	-	-	-	-	-	-

\* Years ended 30th June. The above figures are inclusive of the Lake trade between the United States and Canada.

Exclusive of the Lake trade the figures since 1885 are as follows:—

Years.	United States.	Foreign.	TOTAL.	Years.	United States.	Foreign.	TOTAL.
1885	5,517,787	19,265,980	24,783,767	1894	7,396,728	26,985,362	34,382,090
1886	6,470,187	20,613,126	27,083,313	1895	7,292,909	26,456,083	33,748,992
1887	6,794,601	24,000,062	30,794,663	1896	7,414,556	27,867,202	35,281,758
1888	7,386,455	23,418,466	30,804,921	1897	7,248,625	32,632,419	39,881,044
1889	7,497,701	23,940,944	31,438,645	1898	6,593,489	36,996,560	43,590,049
1890	7,050,573	26,473,308	33,523,881	1899	6,796,012	37,344,878	44,140,890

TABLE, No. 6.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE: STEAM TONNAGE).

TONNAGE of STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in the UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, distinguishing between NATIONAL and FOREIGN SHIPS, in each of the Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99.

YEARS.	TONNAGE of NATIONAL SHIPS, and Proportion to Total Tonnage.											
	UNITED KINGDOM.		RUSSIA (IN EUROPE).‡		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	1,802,955	81·5	-	-	-	-	-	-	-	-	-	-
1860	4,186,620	84·3	-	-	-	-	-	-	-	-	-	-
1870	13,341,058	88·5	-	-	124,966	25·2	-	-	-	-	*170,406	15·0
1875	20,932,484	83·3	472,418	10·2	285,829	40·9	725,758	38·5	1,117,018	55·7	2,050,552	31·3
1880	30,976,037	83·2	751,494	10·8	454,087	40·8	1,210,423	39·8	1,663,167	61·3	3,024,546	34·4
1885	39,794,162	80·4	719,342	7·8	944,841	43·5	2,088,378	35·8	2,607,776	57·0	5,428,301	40·9
1889	47,020,297	80·0	716,010	5·9	1,384,818	48·8	2,219,497	30·3	3,145,366	55·3	7,453,257	42·8
1890	49,023,775	79·5	730,590	6·6	1,500,825	51·3	2,338,238	30·3	4,100,071	61·6	8,087,928	44·2
1891	49,371,398	78·4	770,294	7·3	1,747,765	54·3	2,415,548	29·7	4,111,218	63·0	8,842,936	43·8
1892	49,857,700	78·0	816,434	9·7	1,726,270	51·6	2,559,281	30·3	3,934,657	61·3	8,567,453	43·7
1893	49,893,628	78·4	850,088	7·3	1,887,309	54·1	2,622,643	29·6	3,840,315	58·5	8,659,152	42·4
1894	54,413,130	78·7	1,114,708	6·0	1,697,277	53·0	2,944,150	30·0	4,119,482	55·6	9,260,314	42·3
1895	54,899,980	78·1	1,171,924	6·5	1,825,953	56·5	2,850,335	29·3	4,054,158	57·8	9,205,985	43·0
1896	58,809,349	77·3	1,367,470	7·7	1,989,320	56·0	3,267,121	28·9	4,878,011	62·4	9,294,069	43·4
1897	61,372,033	75·7	1,324,334	7·7	2,086,514	55·3	3,880,073	31·9	5,407,868	59·9	10,035,351	43·0
1898	61,395,898	74·6	1,554,091	9·3	2,288,447	57·9	-	-	5,990,829	62·5	11,190,571	45·1
1899	63,119,670†	70·5	-	-	2,408,700	58·0	-	-	-	-	-	-

## TONNAGE of FOREIGN SHIPS, and Proportion to Total Tonnage.

1850	406,892	18·5	-	-	-	-	-	-	-	-	-	-
1860	780,853	15·7	-	-	-	-	-	-	-	-	-	-
1870	1,731,273	11·5	-	-	370,179	74·8	-	-	-	-	*960,430	85·0
1875	4,179,625	16·7	4,136,842	89·8	412,301	59·1	1,159,786	61·5	887,234	44·3	4,513,399	68·7
1880	6,237,905	16·8	6,176,456	89·2	659,521	59·2	1,827,173	60·2	1,051,706	38·7	5,762,090	65·6
1885	9,715,705	19·6	8,538,916	92·2	1,228,355	56·5	3,738,775	64·2	1,963,376	43·0	7,859,641	59·1
1889	11,743,903	20·0	11,426,860	94·1	1,451,148	51·2	5,110,698	69·7	2,544,008	44·7	9,961,189	57·2
1890	12,661,234	20·5	10,308,834	93·4	1,423,782	48·7	5,373,590	69·7	2,552,605	38·4	10,203,359	55·8
1891	13,593,686	21·6	9,820,754	92·7	1,469,951	45·7	5,722,227	70·3	2,409,182	37·0	11,341,655	56·2
1892	14,029,281	22·0	7,589,694	90·3	1,622,161	48·4	5,875,266	69·7	2,483,884	38·7	11,043,801	56·3
1893	13,776,504	21·6	10,836,328	92·7	1,603,981	45·9	6,223,816	70·4	2,726,509	41·5	11,750,650	57·6
1894	14,745,515	21·3	17,314,226	94·0	1,506,386	47·0	6,881,489	70·0	3,285,609	44·4	12,650,885	57·7
1895	15,407,688	21·9	16,946,526	93·5	1,407,691	43·5	6,876,065	70·7	2,959,777	42·2	12,219,595	57·0
1896	17,229,402	22·7	16,482,984	92·3	1,564,646	44·0	8,052,274	71·1	2,942,320	37·6	12,105,807	56·6
1897	19,680,996	24·3	15,986,037	92·3	1,686,196	44·7	8,268,868	68·1	3,617,962	40·1	13,285,211	57·0
1898	20,920,892	25·4	15,119,583	90·7	1,666,087	42·1	-	-	3,600,222	37·5	13,648,597	54·9
1899	26,425,112	29·5	-	-	1,747,700	42·0	-	-	-	-	-	-

## TOTALS.

	UNITED KINGDOM.	RUSSIA (IN EUROPE).‡	NORWAY.	SWEDEN.	DENMARK.	GERMANY.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1850	2,209,847	-	-	-	-	-
1860	4,967,473	-	-	-	-	-
1870	15,072,331	-	495,145	-	-	*1,130,836
1875	25,112,109	4,609,260	698,130	1,885,544	2,004,252	6,563,951
1880	37,213,942	6,927,950	1,113,608	3,037,596	2,714,873	8,786,636
1885	49,509,867	8,887,052	2,173,196	5,827,153	4,571,152	13,287,942
1889	58,764,200	12,142,870	2,835,966	7,330,195	5,689,374	17,414,446
1890	61,685,009	11,039,424	2,924,607	7,711,828	6,652,676	18,291,287
1891	62,965,084	10,591,048	3,217,716	8,137,775	6,520,400	20,184,591
1892	63,886,981	8,406,128	3,348,431	8,434,547	6,418,541	19,611,254
1893	63,670,132	11,686,416	3,491,290	8,846,459	6,566,824	20,409,802
1894	69,158,645	18,428,934	3,203,663	9,825,639	7,405,091	21,911,199
1895	70,307,668	18,118,450	3,233,644	9,726,400	7,013,935	21,425,580
1896	76,038,751	17,850,454	3,553,966	11,319,395	7,820,331	21,399,876
1897	81,053,029	17,310,371	3,772,710	12,148,941	9,025,830	23,320,562
1898	82,316,790	16,673,674	3,954,534	12,606,987	9,591,051	24,839,168
1899	89,544,782†	-	4,156,400	-	-	-

‡ Exclusive of Hamburg and Bremen.

† See note (†) on page 10.

‡ Including the Caucasian Ports of the Black Sea from and after the Year 1894.

|| Provisional figures.

TABLE, No. 6.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE: STEAM TONNAGE).

TONNAGE of STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in the UNITED NATIONAL and FOREIGN SHIPS, in each of the Years

YEARS.	TONNAGE of NATIONAL SHIPS, and Proportion to Total Tonnage.											
	HOLLAND.		BELGIUM.		FRANCE.		PORTUGAL.		SPAIN.		ITALY.*	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	85,029	18·8	-	-	306,939	30·8	-	-	-	-	-	-
1860	272,560	31·2	65,103	18·4	1,012,373	40·0	-	-	-	-	-	-
1870	355,398	19·1	155,090	9·3	2,189,649	32·1	56,817	5·2	-	-	781,624	19·7
1875	664,704	21·2	353,929	9·8	3,365,869	32·5	134,757	3·2	-	-	861,248	17·6
1880	1,429,902	29·0	802,061	14·3	5,719,170	35·6	139,390	3·1	-	-	1,698,687	23·3
1885	2,077,654	29·8	1,234,241	17·3	8,147,241	38·2	241,245	3·9	6,124,279	39·5	1,436,874	15·4
1889	2,799,977	29·9	1,844,505	19·4	8,952,388	38·0	297,905	3·3	10,052,286	44·1	2,357,569	19·3
1890	2,821,135	28·5	2,182,476	20·0	8,342,904	33·0	622,233	6·3	9,995,155	44·5	2,264,829	18·2
1891	3,027,559	28·7	2,127,800	18·7	8,926,623	32·5	770,624	7·4	9,873,486	45·0	2,484,363	20·0
1892	3,361,525	30·5	2,109,020	19·3	8,396,936	33·7	992,451	9·5	10,002,461	45·8	2,542,183	20·6
1893	3,458,598	29·8	2,341,586	20·7	7,734,345	30·8	1,228,306	11·1	11,107,141	48·3	3,010,202	22·7
1894	3,559,827	27·5	2,495,697	20·3	7,596,975	29·7	841,302	7·5	12,029,696	48·6	2,875,387	19·5
1895	3,461,575	27·0	2,608,408	20·1	7,916,563	30·9	708,063	6·0	11,967,159	48·0	2,939,008	19·1
1896	3,865,747	25·9	2,642,452	18·4	8,486,025	30·5	767,835	5·5	12,457,087	45·9	3,043,422	19·5
1897	4,019,668	24·8	2,894,614	18·9	8,912,050	30·4	982,468	6·5	12,673,745	45·3	14,747,227	42·9
1898	4,222,519	25·4	2,969,981	18·8	8,833,990	28·6	1,219,515	7·0	10,697,003	40·9	14,937,342	42·3
1899	-	-	-	-	-	-	-	-	12,716,920†	43·5	-	-
YEARS.	TONNAGE of FOREIGN SHIPS, and Proportion to Total Tonnage.											
	HOLLAND.		BELGIUM.		FRANCE.		PORTUGAL.		SPAIN.		ITALY.*	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	368,417	81·2	-	-	690,987	69·2	-	-	-	-	-	-
1860	601,433	68·8	288,617	81·6	1,517,782	60·0	-	-	-	-	-	-
1870	1,507,854	80·9	1,512,944	90·7	4,623,239	67·9	1,042,961	94·8	-	-	3,184,672	80·3
1875	2,472,100	78·8	3,249,823	90·2	6,990,322	67·5	4,078,663	96·8	-	-	4,029,660	82·4
1880	3,503,525	71·0	4,824,969	85·7	10,334,177	64·4	4,417,192	96·9	-	-	5,599,139	76·7
1885	4,887,978	70·2	5,902,149	82·7	13,192,556	61·8	5,948,075	96·1	9,384,224	60·5	7,869,097	84·6
1889	6,552,100	70·1	7,686,782	80·6	14,626,060	62·0	8,693,923	96·7	12,717,116	55·9	9,848,639	80·7
1890	7,092,339	71·5	8,730,836	80·0	16,967,016	67·0	9,231,988	93·7	12,473,039	55·5	10,180,962	81·8
1891	7,530,694	71·3	9,230,882	81·3	18,580,841	67·5	9,597,842	92·6	12,079,190	55·0	9,943,664	80·0
1892	7,642,457	69·5	8,831,916	80·7	16,533,311	66·3	9,469,179	90·5	11,831,927	54·2	9,818,546	79·4
1893	8,133,473	70·2	8,967,429	79·3	17,381,248	69·2	9,791,914	88·9	11,881,028	51·7	10,265,490	77·3
1894	9,375,332	72·5	9,826,636	79·7	17,970,671	70·3	10,443,745	92·5	12,710,464	51·4	11,888,376	80·5
1895	9,352,338	73·0	10,400,470	79·9	17,683,526	69·1	11,085,633	94·0	13,001,587	52·0	12,471,940	80·9
1896	11,042,604	74·1	11,712,642	81·6	19,298,709	69·5	13,154,981	94·5	14,685,814	54·1	12,595,196	80·5
1897	12,157,163	75·2	12,430,554	81·1	20,426,604	69·6	14,214,003	93·5	15,291,153	54·7	19,600,619	57·1
1898	12,427,135	74·6	12,841,761	81·2	22,053,916	71·4	16,083,761	93·0	15,476,454	59·1	20,366,476	57·7
1899	-	-	-	-	-	-	-	-	16,501,046†	56·5	-	-
TOTALS.												
YEARS.	HOLLAND.		BELGIUM.		FRANCE.		PORTUGAL.		SPAIN.		ITALY.*	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.	
1850	453,446	-	-	-	997,926	-	-	-	-	-	-	-
1860	873,993	-	353,720	-	2,530,155	-	-	-	-	-	-	-
1870	1,863,252	-	1,668,034	-	6,811,888	-	1,099,778	-	-	-	3,966,296	-
1875	3,136,804	-	3,603,752	-	10,356,191	-	4,213,420	-	-	-	4,890,908	-
1880	4,933,427	-	5,627,030	-	16,053,347	-	4,556,582	-	-	-	7,297,826	-
1885	6,965,632	-	7,136,390	-	21,339,797	-	6,189,320	-	15,508,503	-	9,305,971	-
1889	9,352,077	-	9,531,287	-	23,578,448	-	8,991,828	-	22,769,402	-	12,206,208	-
1890	9,913,474	-	10,913,312	-	25,309,920	-	9,854,221	-	22,468,194	-	12,445,791	-
1891	10,558,253	-	11,358,682	-	27,507,464	-	10,368,466	-	21,952,676	-	12,428,027	-
1892	11,003,982	-	10,940,936	-	24,930,247	-	10,461,630	-	21,834,388	-	12,360,729	-
1893	11,592,071	-	11,309,015	-	25,115,593	-	11,020,220	-	22,988,169	-	13,275,692	-
1894	12,935,159	-	12,322,333	-	25,567,646	-	11,285,047	-	24,740,160	-	14,763,763	-
1895	12,813,913	-	13,008,878	-	25,600,089	-	11,793,696	-	24,968,746	-	15,410,948	-
1896	14,908,351	-	14,355,094	-	27,784,734	-	13,922,816	-	27,142,901	-	15,638,618	-
1897	16,176,831	-	15,325,168	-	29,338,654	-	15,196,471	-	27,964,898	-	34,347,846	-
1898	16,649,654	-	15,811,742	-	30,887,906	-	17,303,276	-	26,173,457	-	35,303,818	-
1899	-	-	-	-	-	-	-	-	29,217,966†	-	-	-

\* See note (\*) on page 11.

† Provisional figures.

TABLE, No. 6.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE: STEAM TONNAGE).

KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, distinguishing between 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99—*continued*.

## TONNAGE of NATIONAL SHIPS, and Proportion to Total Tonnage.

UNITED STATES.*		CHILI.		ARGENTINE REPUBLIC.		JAPAN.		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
-	-	-	-	-	-	-	-	1850
-	-	-	-	-	-	-	-	1860
-	-	-	-	-	-	-	-	1870
1,658,577	33·8	-	-	-	-	-	-	1875
2,311,840	26·9	85,300	13·0	-	-	-	-	1880
2,354,675	15·5	16,392	1·0	213,904	12·6	290,114	27·9	1885
2,577,467	17·7	901,817	35·2	1,536,775	27·5	246,957	15·9	1889
3,680,733	20·6	997,500	24·5	2,658,302	27·6	789,218	26·3	1889
4,026,989	18·5	796,580	18·9	2,791,792	29·1	655,018	22·7	1890
4,706,898	21·1	211,255	7·5	2,476,333	28·7	674,623	21·9	1891
4,643,819	16·9	735,493	15·6	3,114,644	29·6	683,828	20·2	1892
4,478,805	17·8	452,243	12·1	4,499,900	39·5	645,981	15·8	1893
4,811,077	18·0	647,617	16·8	5,043,608	43·7	540,813	11·7	1894
4,820,672	18·3	681,644	15·1	4,675,215	40·0	203,253	4·0	1895
5,219,103	18·6	550,013	9·7	5,514,668	40·3	948,207	14·7	1896
4,979,595	15·4	615,581	12·6	5,102,338	43·5	1,249,282	19·0	1897
4,704,277	13·0	710,885	15·1	4,768,953	36·8	1,721,132	25·5	1898
4,813,097	12·9	-	-	-	-	-	-	1899

## TONNAGE of FOREIGN Ships, and Proportion to Total Tonnage.

-	-	-	-	-	-	-	-	1850
-	-	-	-	-	-	-	-	1860
-	-	-	-	-	-	-	-	1870
3,248,614	66·2	-	-	-	-	-	-	1875
6,276,148	73·1	569,506	87·0	-	-	-	-	1880
12,795,797	84·5	1,638,140	99·0	1,488,227	87·4	750,044	72·1	1885
11,998,373	82·3	1,656,874	64·8	4,041,754	72·5	1,305,854	84·1	1885
14,209,746	79·4	3,068,279	75·5	6,956,256	72·4	2,213,563	73·7	1889
17,775,300	81·5	3,424,442	81·1	6,788,569	70·9	2,236,061	77·3	1890
17,560,598	78·9	2,607,073	92·5	6,154,001	71·3	2,406,522	78·1	1891
22,913,846	83·1	3,986,274	84·4	7,401,131	70·4	2,700,981	79·8	1892
20,632,721	82·2	3,292,672	87·9	6,893,091	60·5	3,449,363	84·2	1893
21,903,869	82·0	3,215,615	83·2	6,486,516	56·3	4,089,518	88·3	1894
21,502,782	81·7	3,843,914	84·9	7,019,996	60·0	4,870,558	96·0	1895
22,818,635	81·4	5,129,808	90·3	8,186,109	59·7	5,505,001	85·3	1896
27,358,442	84·6	4,251,330	87·4	6,631,777	56·5	5,329,338	81·0	1897
31,439,094	87·0	3,991,008	84·9	8,200,722	63·2	5,049,916	74·5	1898
32,618,441	87·1	-	-	-	-	-	-	1899

## T O T A L S.

UNITED STATES.*	CHILI.	ARGENTINE REPUBLIC.	JAPAN.	YEARS.
Tons.	Tons.	Tons.	Tons.	
-	-	-	-	1850
-	-	-	-	1860
-	-	-	-	1870
4,907,191	-	-	-	1875
8,587,988	654,806	-	-	1880
15,150,472	1,654,532	1,702,131	1,040,158	1885
14,575,840	2,558,691	5,578,529	1,552,811	1889
17,890,479	4,065,779	9,614,558	3,002,781	1889
21,802,289	4,221,022	9,580,361	2,891,079	1890
22,267,496	2,818,328	8,630,334	3,081,145	1891
27,557,665	4,721,767	10,515,775	3,384,809	1892
25,111,526	3,744,915	11,392,991	4,095,344	1893
26,714,946	3,863,232	11,530,124	4,630,331	1894
26,323,454	4,525,558	11,695,211	5,073,811	1895
28,037,738	5,679,821	13,700,777	6,453,208	1896
32,338,037	4,866,911	11,734,115	6,578,620	1897
36,443,371	4,701,893	12,969,675	6,771,048	1898
37,431,538	-	-	-	1899

\* Years ended 30th June. Ocean steam vessels only. The Lake trade between the United States and Canada is not included.

TABLE, No. 7. - - - - -

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast),  
distinguishing between BRITISH and OTHER SHIPS, in each

YEARS.	TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.									
	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	9,442,544	65.1	-	-	13,895	1.0	-	-	-	-
1860	13,914,923	56.3	-	-	40,180	2.0	-	-	-	-
1870	25,072,180	68.4	-	-	374,638	11.6	-	-	-	-
1875	30,944,744	66.9	3,077,566	37.7	308,883	8.5	599,755	11.4	*4,050,026	31.9
1880	41,348,984	70.4	-	-	471,979	11.8	928,553	13.5	4,984,473	38.1
1885	46,389,055	72.2	5,360,654	49.7	654,039	13.8	1,643,256	18.2	5,663,927	34.2
1889	52,469,654	73.0	7,399,456	55.1	871,867	16.3	2,303,220	22.1	7,485,655	36.6
1890	53,973,112	72.7	6,423,570	53.2	781,618	14.6	2,207,114	20.5	7,466,231	35.4
1891	53,957,435	72.1	5,766,356	49.5	736,988	12.7	2,327,680	20.6	8,602,290	37.2
1892	54,372,730	71.7	4,495,870	48.2	754,612	13.0	2,187,005	19.1	8,150,820	36.4
1893	54,148,664	72.6	6,863,474	53.8	771,057	13.3	2,355,733	20.1	8,789,055	38.2
1894	58,681,647	72.9	11,070,728	56.4	732,285	13.4	2,490,527	19.6	9,349,727	38.2
1895	58,691,926	72.9	10,441,709	54.4	691,112	13.0	2,677,881	21.6	9,260,204	38.7
1896	62,064,335	72.6	9,379,722	49.7	708,605	12.1	2,592,347	18.4	8,560,071	35.5
1897	64,426,545	71.4	9,190,308	50.8	734,273	12.0	2,223,757	15.0	9,190,526	35.7
1898	64,216,728	70.6	-	-	736,967	11.7	1,886,801	12.3	8,925,277	32.4
1899	65,648,989†	67.1	-	-	-	-	-	-	-	-

## TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.

1850	5,062,520	34.9	-	-	1,383,050	99.0	-	-	-	-
1860	10,774,369	43.7	-	-	1,989,856	98.0	-	-	-	-
1870	11,568,002	31.6	-	-	2,856,403	88.4	-	-	-	-
1875	15,332,094	33.1	5,080,862	62.3	3,321,897	91.5	4,680,094	88.6	*8,672,684	68.1
1880	17,387,079	29.6	-	-	3,513,498	88.2	5,965,602	86.5	8,081,939	61.9
1885	17,892,587	27.8	5,432,240	50.3	4,083,710	86.2	7,373,179	81.8	10,886,007	65.8
1889	19,420,241	27.0	6,032,906	44.9	4,462,603	83.7	8,127,374	77.9	12,986,761	63.4
1890	20,310,757	27.3	5,649,418	46.8	4,572,512	85.4	8,559,597	79.5	13,640,749	64.6
1891	20,855,185	27.9	5,877,038	50.5	5,038,215	87.3	8,957,675	79.4	14,547,464	62.8
1892	21,494,425	28.3	4,823,936	51.8	5,048,602	87.0	9,259,168	80.9	14,255,052	63.6
1893	20,484,183	27.4	5,888,992	46.2	5,034,323	86.7	9,349,681	79.9	14,210,499	61.8
1894	21,854,712	27.1	8,561,202	43.6	4,746,727	86.6	10,198,566	80.4	15,149,373	61.8
1895	21,847,248	27.1	8,749,479	45.6	4,648,138	87.0	9,705,866	78.4	14,693,260	61.3
1896	23,398,087	27.4	9,482,776	50.3	5,142,182	87.9	11,527,457	81.6	15,526,561	64.5
1897	25,772,318	28.6	8,892,068	49.2	5,399,044	88.0	12,654,056	85.0	16,571,985	64.3
1898	26,747,238	29.4	-	-	5,560,429	88.3	13,486,290	87.7	18,611,713	67.6
1899	32,133,898	32.9	-	-	-	-	-	-	-	-

## TOTALS.

	UNITED KINGDOM.	RUSSIA (IN EUROPE).	NORWAY.	SWEDEN.	GERMANY.
	Tons.	Tons.	Tons.	Tons.	Tons.
1850	14,505,064	-	1,396,945	-	-
1860	24,689,292	4,214,774	2,030,036	-	-
1870	36,640,182	7,015,102	3,231,041	-	-
1875	46,276,838	8,158,428	3,630,780	5,279,849	*12,722,710
1880	58,736,063	9,975,332	3,985,477	6,894,155	13,066,412
1885	64,281,642	10,792,894	4,737,749	9,016,435	16,549,934
1889	71,889,895	13,432,362	5,334,470	10,430,594	20,472,416
1890	74,283,869	12,072,988	5,354,130	10,766,711	21,106,980
1891	74,812,620	11,643,394	5,775,203	11,285,355	23,149,754
1892	75,867,155	9,319,806	5,803,214	11,446,173	22,405,872
1893	74,632,847	12,752,466	5,805,380	11,705,414	22,999,554
1894	80,536,359	19,631,930	5,479,012	12,689,093	24,499,100
1895	80,539,174	19,191,188	5,339,250	12,383,747	23,953,464
1896	85,462,422	18,862,498	5,850,787	14,119,804	24,086,632
1897	90,198,863	18,082,376	6,133,317	14,877,813	25,762,511
1898	90,963,966	17,471,914	6,297,396	15,373,091	27,536,990
1899	97,782,887†	-	6,376,600	-	-

\* Including Coasting Trade.

† See note (†) on page 10.

‡ Including the Caucasian Ports of the Black Sea from and after the year 1894.

|| Provisional figures.

TABLE, No. 7.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

in the UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES;  
of the Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99.

## TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.

HOLLAND.		BELGIUM.		FRANCE.		PORTUGAL.		ITALY.*		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
605,489	34·7	207,102	32·4	1,353,062	29·3	-	-	-	-	1850
985,896	37·2	467,041	34·3	2,517,050	29·8	-	-	-	-	1860
1,961,692	53·8	1,766,379	56·8	5,411,705	39·8	1,673,752	66·7	1,968,173	25·8	1870
2,524,193	53·8	3,050,114	62·6	6,414,944	38·4	3,665,289	66·6	2,351,495	29·1	1875
3,409,791	49·8	4,223,704	59·4	10,161,902	40·6	3,622,177	63·0	3,377,513	34·3	1880
4,240,407	51·5	4,824,467	59·5	10,658,228	41·0	4,295,371	59·4	5,121,015	44·2	1885
5,386,122	52·0	5,604,950	54·4	11,114,496	40·6	5,531,526	56·0	6,709,736	48·4	1889
5,665,958	52·3	6,167,174	53·2	12,736,319	44·0	5,656,903	53·5	7,036,278	49·4	1890
5,851,647	51·3	6,330,367	52·4	14,052,460	44·5	5,653,099	51·0	6,440,090	45·8	1891
5,951,651	50·2	5,868,032	50·7	12,538,455	44·6	5,572,374	50·2	6,081,838	43·6	1892
6,229,149	50·2	5,967,745	50·0	13,074,455	46·7	6,023,617	51·8	6,020,179	40·9	1893
6,995,258	50·9	6,548,338	50·2	13,377,810	46·9	6,312,857	53·3	7,242,673	44·8	1894
7,257,947	53·6	7,050,203	51·6	12,938,849	46·4	6,645,034	53·5	7,249,886	43·1	1895
8,331,034	53·4	7,738,797	51·7	13,683,722	45·6	8,231,055	56·7	6,887,923	40·5	1896
8,781,571	52·0	7,943,551	50·0	14,308,224	45·4	8,502,286	53·8	10,007,272	28·1	1897
8,237,721	47·5	8,047,383	48·7	15,647,037	46·6	9,564,876	53·4	9,620,870	26·3	1898
-	-	-	-	-	-	-	-	-	-	1899

## TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.

1,141,882	65·3	431,440	67·6	3,257,657	70·7	-	-	-	-	1850
1,666,432	62·8	894,471	65·7	5,939,686	70·2	-	-	-	-	1860
1,682,779	46·2	1,342,927	43·2	8,195,032	60·2	836,249	33·3	5,653,270	74·2	1870
2,164,892	46·2	1,819,702	37·4	10,302,468	61·6	1,840,114	33·4	5,733,100	70·9	1875
3,434,243	50·2	2,892,442	40·6	14,870,576	59·4	2,123,870	37·0	6,469,457	65·7	1880
3,986,496	48·5	3,287,882	40·5	15,361,565	59·0	2,941,810	40·6	6,450,940	55·8	1885
4,979,394	48·0	4,699,487	45·6	16,262,799	59·4	4,337,459	44·0	7,161,968	51·6	1889
5,171,179	47·7	5,421,974	46·8	16,231,529	56·0	4,907,820	46·5	7,210,446	50·6	1890
5,556,997	48·7	5,755,885	47·6	17,550,416	55·5	5,428,950	49·0	7,631,753	54·2	1891
5,894,224	49·8	5,716,236	49·3	15,582,069	55·4	5,517,161	49·8	7,862,089	56·4	1892
6,170,336	49·8	5,973,725	50·0	14,947,871	53·3	5,609,323	48·2	8,716,680	59·1	1893
6,755,963	49·1	6,508,354	49·8	15,161,017	53·1	5,538,306	46·7	8,915,254	55·2	1894
6,273,398	46·4	6,619,799	48·4	14,970,530	53·6	5,779,902	46·5	9,579,582	56·9	1895
7,280,876	46·6	7,232,385	48·3	16,343,190	54·4	6,294,568	43·3	10,117,364	59·5	1896
8,116,238	48·0	7,955,924	50·0	17,180,529	54·6	7,303,885	46·2	25,636,531	71·9	1897
9,088,106	52·5	8,470,227	51·3	17,916,815	53·4	8,339,687	46·6	27,001,765	73·7	1898
-	-	-	-	-	-	-	-	-	-	1899

## TOTALS.

HOLLAND.	BELGIUM.	FRANCE.	PORTUGAL.	ITALY.*	
Tons.	Tons.	Tons.	Tons.	Tons.	
1,747,371	638,542	4,610,719	-	-	1850
2,652,328	1,361,512	8,456,736	-	-	1860
3,644,471	3,109,306	13,606,737	2,510,001	7,621,443	1870
4,689,085	4,869,816	16,717,412	5,505,403	8,084,595	1875
6,844,034	7,116,146	25,032,478	5,746,047	9,846,970	1880
8,226,903	8,112,349	26,019,793	7,237,181	11,571,955	1885
10,365,516	10,304,437	27,377,295	9,868,985	13,871,704	1889
10,837,137	11,589,148	28,967,848	10,564,723	14,246,724	1890
11,408,644	12,086,252	31,602,876	11,082,049	14,071,843	1891
11,845,875	11,584,268	28,120,524	11,089,535	13,943,927	1892
12,399,485	11,941,470	28,022,326	11,632,940	14,736,859	1893
13,751,221	13,056,692	28,538,827	11,851,163	16,157,927	1894
13,531,345	13,670,002	27,909,379	12,424,936	16,829,468	1895
15,611,910	14,971,182	30,026,932	14,525,623	17,005,287	1896
16,897,809	15,899,475	31,488,753	15,806,171	35,643,803	1897
17,325,827	16,517,610	33,563,852	17,904,563	36,622,635	1898
-	-	-	-	-	1899

TABLE No. 7.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in the UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, distinguishing between BRITISH and OTHER SHIPS in each of the Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99—(continued).

YEARS.	TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.					
	UNITED STATES.*		CHILL		ARGENTINE REPUBLIC.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	-	-	-	-	-	-
1860	2,543,878	24·8	-	-	-	-
1870	5,565,067	44·1	-	-	-	-
1875	7,987,856	43·2	856,571	67·3	-	-
1880	15,807,135	51·7	1,917,341	79·9	848,235	37·8
1885	12,571,718	50·7	1,710,408	50·5	1,972,627	28·4
1889	13,740,761	50·9	2,456,759	46·4	4,919,039	39·2
1890	16,272,680	52·8	2,702,378	47·1	4,998,090	42·2
1891	15,212,975	49·4	2,179,650	50·3	4,271,591	42·9
1892	19,658,307	53·9	3,037,856	48·1	5,337,125	44·9
1893	17,300,256	51·6	2,613,730	50·3	3,199,306	24·9
1894	17,923,358	52·2	2,603,359	49·8	3,224,356	23·6
1895	17,642,677	52·3	2,873,423	49·8	3,816,800	28·8
1896	18,478,904	52·4	4,034,338	55·4	3,998,320	26·3
1897	22,376,171	56·1	3,061,099	50·3	2,803,919	21·8
1898	25,436,432	58·4	3,316,687	54·3	3,849,794	27·2
1899	25,115,745	56·9	-	-	-	-
TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.						
1850	-	-	-	-	-	-
1860	7,713,652	75·2	-	-	-	-
1870	7,066,750	55·9	-	-	-	-
1875	10,495,981	56·8	416,972	32·7	-	-
1880	14,739,891	48·3	481,644	20·1	1,394,347	62·2
1885	12,212,049	49·3	1,678,632	49·5	4,978,343	71·6
1889	13,242,552	49·1	2,841,522	53·6	7,635,619	60·8
1890	14,521,973	47·2	3,037,337	52·9	6,849,334	57·8
1891	15,591,946	50·6	2,155,388	49·7	5,677,348	57·1
1892	16,780,338	46·1	3,272,593	51·9	6,549,726	55·1
1893	16,204,015	48·4	2,578,091	49·7	9,639,034	75·1
1894	16,407,732	47·8	2,622,041	50·2	10,441,731	76·4
1895	16,106,315	47·7	2,897,729	50·2	9,444,653	71·2
1896	16,792,854	47·6	3,243,084	44·6	11,210,533	73·7
1897	17,504,873	43·9	3,023,175	49·7	10,073,893	78·2
1898	18,155,617	41·6	2,795,101	45·7	10,320,766	72·8
1899	19,025,145	43·1	-	-	-	-
TOTALS.						
	UNITED STATES.*		CHILL		ARGENTINE REPUBLIC.	
	Tons.		Tons.		Tons.	
1850	-	-	-	-	-	-
1860	10,257,530	-	-	-	-	-
1870	12,631,817	-	-	-	-	-
1875	18,483,837	-	1,273,543	-	1,765,719	-
1880	30,547,026	-	2,398,985	-	2,242,582	-
1885	24,783,767	-	3,389,040	-	6,950,970	-
1889	26,983,313	-	5,298,281	-	12,554,658	-
1890	30,794,653	-	5,739,715	-	11,847,424	-
1891	30,804,921	-	4,335,038	-	9,948,939	-
1892	36,438,645	-	6,310,449	-	11,886,851	-
1893	33,504,271	-	5,191,821	-	12,838,340	-
1894	34,331,090	-	5,225,400	-	13,666,087	-
1895	33,748,992	-	5,771,152	-	13,261,453	-
1896	35,271,758	-	7,277,422	-	15,208,853	-
1897	39,881,044	-	6,084,274	-	12,877,812	-
1898	43,592,049	-	6,111,788	-	14,170,560	-
1899	44,140,890	-	-	-	-	-

\* Years ended 30th June. These figures are exclusive of the Lake trade between the United States and Canada.

TABLE, No. 8.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE: STEAM TONNAGE).

TONNAGE of STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in the UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, distinguishing between BRITISH and OTHER SHIPS, in each of the Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99.

YEARS.	TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.									
	UNITED KINGDOM.		RUSSIA (IN EUROPE). *		NORWAY.		SWEDEN.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	1,802,955	81·5	-	-	-	-	-	-	-	-
1860	4,186,620	84·3	-	-	-	-	-	-	-	-
1870	13,341,058	88·5	-	-	262,555	53·0	-	-	-	-
1875	20,932,484	83·3	2,604,541	56·5	188,393	27·0	348,688	18·5	-	-
1880	30,976,037	83·2	-	-	296,896	26·6	708,101	23·3	4,319,319	49·2
1885	39,794,162	80·4	5,324,482	57·5	490,753	22·6	1,573,627	27·1	5,214,068	39·2
1889	47,020,297	80·0	7,369,580	60·7	701,443	24·7	2,240,476	30·6	6,986,713	40·1
1890	49,023,775	79·5	6,401,486	58·0	624,884	21·4	2,146,512	27·8	6,999,674	38·3
1891	49,371,398	78·4	5,753,962	54·3	640,243	19·9	2,290,459	28·1	8,063,794	40·0
1892	49,857,700	78·0	4,487,152	53·4	697,566	20·8	2,162,629	25·6	7,683,586	39·2
1893	49,893,628	78·4	6,848,234	58·6	713,339	20·4	2,326,495	26·3	8,389,103	41·1
1894	54,413,130	78·7	11,056,572	60·0	656,024	20·5	2,473,267	25·2	8,913,443	40·7
1895	54,899,980	78·1	10,430,961	57·6	621,726	19·2	2,646,782	27·2	8,815,929	41·1
1896	58,809,349	77·3	9,363,408	52·5	647,720	18·2	2,572,216	22·7	8,131,416	38·0
1897	61,372,033	75·7	9,176,732	53·0	689,543	18·3	2,211,463	18·2	8,874,717	38·1
1898	61,395,898	74·6	-	-	672,805	17·0	-	-	8,560,777	34·5
1899	63,119,670†	70·5	-	-	-	-	-	-	-	-
	TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.									
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	406,892	18·5	-	-	-	-	-	-	-	-
1860	780,853	15·7	-	-	-	-	-	-	-	-
1870	1,731,273	11·5	-	-	232,590	47·0	-	-	-	-
1875	4,179,625	16·7	2,004,719	43·5	509,737	73·0	1,536,856	81·5	-	-
1880	6,237,905	16·8	-	-	816,712	73·4	2,329,495	76·7	4,467,317	50·8
1885	9,715,705	19·6	3,933,776	42·5	1,682,443	77·4	4,253,526	72·9	8,073,874	60·8
1889	11,743,903	20·0	4,773,290	39·3	2,134,523	75·3	5,089,719	69·4	10,427,733	59·9
1890	12,661,234	20·5	4,637,938	42·0	2,299,723	78·6	5,565,316	72·2	11,291,613	61·7
1891	13,593,686	21·6	4,837,086	45·7	2,577,473	80·1	5,847,316	71·9	12,120,797	60·0
1892	14,029,281	22·0	3,918,976	46·6	2,650,865	79·2	6,271,918	74·4	11,927,668	60·8
1893	13,776,504	21·6	4,838,182	41·4	2,777,951	79·6	6,519,964	73·7	12,020,699	58·9
1894	14,745,515	21·3	7,372,362	40·0	2,547,639	79·5	7,352,372	74·8	12,997,756	59·3
1895	15,407,688	21·9	7,687,489	42·4	2,611,918	80·8	7,079,618	72·8	12,609,651	58·9
1896	17,229,402	22·7	8,487,046	47·5	2,906,246	81·8	8,747,179	77·3	13,268,460	62·0
1897	19,680,996	24·3	8,133,639	47·0	3,083,167	81·7	9,937,478	81·8	14,445,845	61·9
1898	20,920,892	25·4	-	-	3,281,729	83·0	-	-	16,278,391	65·5
1899	26,425,112	29·5	-	-	-	-	-	-	-	-
	TOTALS.									
	UNITED KINGDOM.		RUSSIA (IN EUROPE). *		NORWAY.		SWEDEN.		GERMANY.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
1850	2,209,847		-	-	-	-	-	-	-	-
1860	4,967,473		-	-	-	-	-	-	-	-
1870	15,072,331		-	-	495,145		-	-	-	-
1875	25,112,109		4,609,260		698,130		1,885,544		6,563,951	
1880	37,213,942		6,927,950		1,113,608		3,037,596		8,786,636	
1885	49,509,867		9,258,258		2,173,196		5,827,153		13,287,942	
1889	58,764,200		12,142,870		2,835,966		7,330,195		17,414,446	
1890	61,685,009		11,039,424		2,924,607		7,711,828		18,291,287	
1891	62,965,084		10,591,048		3,217,716		8,137,775		20,184,591	
1892	63,886,981		8,406,128		3,348,431		8,434,547		19,611,254	
1893	63,670,132		11,686,416		3,491,290		8,846,459		20,409,802	
1894	69,158,645		18,428,934		3,203,663		9,825,639		21,911,199	
1895	70,307,668		18,118,450		3,233,644		9,726,400		21,425,580	
1896	76,038,751		17,850,454		3,553,966		11,319,395		21,399,876	
1897	81,053,029		17,310,371		3,772,710		12,148,941		23,320,562	
1898	82,316,790		16,673,674		3,954,534		12,606,987		24,839,168	
1899	89,544,782†		-	-	4,156,400†		-	-	-	-

\* Including the Caucasian Ports of the Black Sea from and after the year 1894.

† See note (†) on page 10.

‡ Provisional figures.

TABLE, No. 8

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE: STEAM TONNAGE).

TONNAGE of STEAM VESSELS Entered and Cleared (with Cargoes and in Ballast) in distinguishing between BRITISH and OTHER SHIPS, in each of the

YEARS.	TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.							
	HOLLAND.		BELGIUM.		PORTUGAL.		ITALY.*	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	345,951	76.3	-	-	-	-	-	-
1860	595,088	68.1	242,696	68.6	-	-	-	-
1870	1,450,993	77.9	1,315,356	78.9	955,558	86.9	1,427,899	36.0
1875	2,233,429	71.2	2,665,481	74.0	3,193,363	75.8	2,005,680	41.0
1880	3,038,673	61.6	3,703,929	65.8	3,305,304	72.5	3,161,240	43.3
1885	3,946,559	56.7	4,396,778	61.6	4,072,633	65.8	4,989,773	53.6
1889	5,167,118	55.3	5,248,515	55.1	5,420,120	60.3	6,636,338	54.4
1890	5,447,622	55.0	5,824,401	53.4	5,585,930	56.7	6,952,034	55.9
1891	5,688,939	53.9	6,019,674	53.0	5,563,479	53.7	6,351,219	51.1
1892	5,778,128	52.5	5,578,763	51.0	5,495,977	52.5	6,031,188	48.8
1893	6,009,253	51.8	5,653,873	50.0	5,967,380	54.1	5,971,652	45.0
1894	6,828,587	52.8	6,205,885	50.4	6,240,341	55.3	7,199,545	48.8
1895	7,112,935	55.5	6,671,534	51.3	6,552,359	55.6	7,191,878	46.7
1896	8,126,220	54.5	7,383,024	51.4	8,121,388	58.3	6,846,176	43.8
1897	8,588,394	53.1	7,657,930	50.0	8,402,529	55.3	9,959,213	29.0
1898	8,085,879	48.6	7,643,603	48.3	9,467,273	54.7	9,578,240	27.1
1899	-	-	-	-	-	-	-	-
Tonnage of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.								
1850	107,495	23.7	-	-	-	-	-	-
1860	278,905	31.9	111,024	31.4	-	-	-	-
1870	412,259	22.1	352,678	21.1	144,220	13.1	2,538,397	64.0
1875	903,375	28.8	938,271	26.0	1,020,057	24.2	2,885,228	59.0
1880	1,894,754	38.4	1,923,101	34.2	1,251,278	27.5	4,136,586	56.7
1885	3,019,073	43.3	2,739,612	38.4	2,116,687	34.2	4,316,198	46.4
1889	4,184,959	44.7	4,282,772	44.9	3,571,708	39.7	5,569,870	45.6
1890	4,465,852	45.0	5,088,911	46.6	4,268,291	43.3	5,493,757	44.1
1891	4,869,314	46.1	5,339,008	47.0	4,804,987	46.3	6,076,808	48.9
1892	5,225,854	47.5	5,362,173	49.0	4,965,653	47.5	6,329,541	51.2
1893	5,582,818	48.2	5,655,142	50.0	5,052,840	45.9	7,304,040	55.0
1894	6,106,572	47.2	6,116,448	49.6	5,044,706	44.7	7,564,218	51.2
1895	5,700,978	44.5	6,337,344	48.7	5,241,337	44.4	8,219,070	53.3
1896	6,782,131	45.5	6,972,070	48.6	5,801,428	41.7	8,792,442	56.2
1897	7,588,437	46.9	7,667,238	50.0	6,793,942	44.7	24,388,633	71.0
1898	8,563,775	51.4	8,168,139	51.7	7,836,003	45.3	25,725,578	72.9
1899	-	-	-	-	-	-	-	-
TOTALS								
	HOLLAND.		BELGIUM.		PORTUGAL.		ITALY.*	
	Tons.		Tons.		Tons.		Tons.	
1850	453,456		-		-		-	
1860	873,993		353,720		-		-	
1870	1,863,252		1,668,034		1,099,778		3,966,296	
1875	3,136,804		3,603,752		4,213,420		4,820,908	
1880	4,933,427		5,627,030		4,556,582		7,297,826	
1885	6,965,632		7,136,390		6,189,320		9,305,971	
1889	9,352,077		9,531,287		8,991,828		12,206,208	
1890	9,913,474		10,913,312		9,854,221		12,445,791	
1891	10,558,253		11,358,682		10,368,466		12,428,027	
1892	11,003,982		10,940,936		10,461,630		12,360,729	
1893	11,592,071		11,309,015		11,020,220		13,275,692	
1894	12,935,159		12,322,333		11,285,047		14,763,763	
1895	12,813,913		13,008,878		11,793,696		15,410,948	
1896	14,908,351		14,355,094		13,922,816		15,638,618	
1897	16,176,831		15,325,168		15,196,471		34,347,846	
1898	16,649,654		15,811,742		17,303,276		35,303,818	
1899	-		-		-		-	

\* See note (\*) on page 11.

TABLE, No. 8.

## - PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE: STEAM TONNAGE).

the UNITED KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES,  
Years 1850, 1860, 1870, 1875, 1880, 1885, and 1889-99—*continued*.

TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.						YEARS.
UNITED STATES.*		CHILI.		ARGENTINE REPUBLIC.		
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
-	-	-	-	-	-	1850
-	-	-	-	-	-	1860
2,309,401	47·1	-	-	-	-	1870
4,569,418	53·2	522,715	79·8	-	-	1875
10,257,916	67·7	1,483,994	89·7	752,954	44·2	1880
8,778,060	60·2	1,205,629	47·1	1,606,274	28·8	1885
10,247,133	57·3	1,640,592	40·4	4,193,375	43·6	1889
12,857,726	59·0	1,744,671	41·3	4,367,344	45·6	1890
11,812,209	53·0	1,286,622	45·7	3,902,791	45·2	1891
16,298,397	59·1	2,084,402	44·1	4,876,570	46·4	1892
14,042,992	55·9	1,743,431	46·6	2,700,539	23·7	1893
15,089,915	56·5	1,856,000	48·0	2,575,901	22·3	1894
14,760,124	56·1	2,173,537	48·0	3,426,695	29·3	1895
15,611,188	55·7	3,135,925	55·2	3,639,943	26·6	1896
19,465,065	60·2	2,397,211	49·3	2,595,909	22·1	1897
22,419,887	62·0	2,544,871	54·1	3,572,541	27·5	1898
22,764,879	60·8	-	-	-	-	1899
TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.						YEARS.
-	-	-	-	-	-	
-	-	-	-	-	-	
2,597,790	52·9	-	-	-	-	1850
4,018,570	46·8	132,091	20·2	-	-	1860
4,892,556	32·3	170,538	10·3	-	-	1870
5,797,780	39·8	1,353,062	52·9	949,177	55·8	1875
7,643,346	42·7	2,425,187	59·6	3,972,255	71·2	1880
8,944,563	41·0	2,476,351	58·7	5,421,183	56·4	1885
10,455,287	47·0	1,531,706	54·3	5,213,017	54·4	1889
11,259,268	40·9	2,637,365	55·9	4,727,543	54·8	1890
11,068,534	44·1	2,001,484	53·4	5,639,205	53·6	1891
11,625,031	43·5	2,007,232	52·0	8,692,452	76·3	1892
11,563,330	43·9	2,352,021	52·0	8,954,223	77·7	1893
12,426,550	44·3	2,543,896	44·8	8,268,516	70·7	1894
12,872,972	39·8	2,469,700	50·7	10,060,834	73·4	1895
13,723,484	38·0	2,157,022	45·9	9,138,206	77·9	1896
14,666,659	39·2	-	-	9,397,134	72·5	1897
-	-	-	-	-	-	1898
-	-	-	-	-	-	1899
T O T A L S.						YEARS.
UNITED STATES.*		CHILI.		ARGENTINE REPUBLIC.		
Tons.		Tons.		Tons.		
-	-	-	-	-	-	1850
-	-	-	-	-	-	1860
4,907,191		-	-	-	-	1870
8,587,988		654,806		-	-	1875
15,150,472		1,654,532		1,702,131		1880
14,575,840		2,558,691		5,578,529		1885
17,890,479		4,065,779		9,614,558		1889
21,802,289		4,221,022		9,580,361		1890
22,267,496		2,818,328		8,630,334		1891
27,557,665		4,721,767		10,515,775		1892
25,111,526		3,744,915		11,392,991		1893
26,714,946		3,863,232		11,530,124		1894
26,323,454		4,525,558		11,695,211		1895
28,037,738		5,679,821		13,700,777		1896
32,338,037		4,866,911		11,734,115		1897
36,143,371		4,701,893		12,969,675		1898
37,431,538		-	-	-	-	1899

\* Years ended 30th June. Ocean steam vessels only. The Lake trade between the United States and Canada is not included.

TABLE, No. 9 - - - - -

## PRINCIPAL MARITIME COUNTRIES—(MERCHANT NAVIES).

TONNAGE of the MERCHANT NAVIES of the BRITISH EMPIRE, the UNITED KINGDOM, the  
1820, 1830, 1840, 1850, 1860,

COUNTRIES.	1820.	1830.	1840.	1850.	1860.	1870.	1880.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
United Kingdom (including Channel Islands and Isle of Man)* - - -	Not distinguished		2,768,262	3,565,133	4,658,687	5,690,789	6,574,513	1
Canada (including Newfoundland)* - - -			330,836	448,339	639,612	896,612	1,324,409	2
Australasia* - - -			27,741	56,836	146,613	209,740	274,406	3
British India (including Ceylon)* - - -			184,699	162,654	266,056	351,993	89,282	4
Other British Possessions*							184,561	5
British Possessions : Total of - - -			543,276	667,829	1,052,281	1,458,345	1,872,658	6
British Empire :* Total of -	2,648,593	2,531,819	3,311,538	4,232,962	5,710,968	7,149,134	8,447,171	7
Russia - - - (Vessels of 25 tons and upwards.)	-	-	-	-	-	-	467,884	8
Finland - - - (Vessels of all tonnages.)	-	-	-	-	-	-	288,308	9
Norway - - - (Vessels of 4 tons and upwards.)	-	169,197	276,697	298,315	558,927	1,022,515	1,518,658	10
Sweden - - - (Vessels of 20 tons and upwards.)†	-	-	-	-	-	346,862	542,642	11
Denmark † - - - (Vessels of 4 tons and upwards.)	-	-	-	-	-	178,646	249,466	12
Hamburg - - -	-	-	-	71,257	142,416	184,496	244,279	13
Bremen - - -	17,283	20,206	43,647	67,770	121,863	171,654	270,209	14
Total German Empire (Vessels of 17½ tons and upwards.)	-	-	-	-	-	982,355	1,181,525	15
Holland - - -	-	-	-	292,576	433,922	389,614	328,281	16
Belgium - - - (Vessels of 50 tons and upwards.)	-	-	22,610	34,919	33,111	30,149	75,666	17
France - - - (Vessels of 2 tons and upwards.)	-	-	662,500	688,153	996,124	1,072,048	919,298	18
Spain - - - (Vessels of 50 tons and upwards.)	-	-	-	-	-	-	560,133	19
Italy † - - - (Vessels of 2 tons and upwards.)	-	-	-	-	-	1,012,164	999,196	20
Austria § - - -	-	-	-	-	-	329,377	223,824	21
Hungary § - - -	-	-	-	-	-		67,147	22
Greece - - -	-	-	-	-	263,075	404,063	-	23
United States    :								
Registered for Oversea (Foreign Trade) -	619,048	576,475	899,765	1,585,711	2,546,237	1,516,800	1,352,810	24
Enrolled and Licensed (including Lake and River Steamers) ¶ -	661,119	591,447	1,240,860	1,899,555	2,752,938	2,677,940	2,715,224	25
(Vessels of 5 tons and upwards.)								
China ** - - -	-	-	-	-	-	-	21,694	26
Japan †† - - -	-	-	-	-	-	-	89,309	27

\* The figures here given are those of the net tonnage of vessels registered under Acts for registering British vessels, the Merchant Shipping Acts, 1854 to 1889, and Part I. of the Merchant Shipping Act, 1894, and of vessels locally registered under the 41 c. of the Consolidated Statutes of Canada, from 1880. The figures do not include the tonnage of British Vessels registered at Shanghai, which was made a port of British registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Jurisdiction Act, 1843. The tonnage of such vessels was 30,517 on 31st December 1899.

† The admeasurement was according to the Danube Rule prior to 1895, but in that year the British Rule was adopted.

‡ Small coasting vessels and fishing boats are included in the year 1870.

§ Excluding small coasting vessels and fishing boats. Including the vessels trading on the Danube in the case of Austria.

TABLE, No. 9.

## PRINCIPAL MARITIME COUNTRIES—(MERCHANT NAVIES).

UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES, in each of the Years  
1870, 1880, and 1890-99.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	7,978,538	8,279,297	8,644,754	8,778,503	8,956,181	8,988,450	9,020,282	8,953,171	9,001,860	9,164,342
2	1,094,016	1,075,653	1,037,392	985,759	951,210	911,766	869,533	814,272	791,418	763,905
3	369,415	361,795	366,591	365,058	359,614	366,211	374,681	405,004	416,791	414,721
4	70,064	70,841	66,162	65,413	65,140	65,564	60,663	63,318	61,405	70,051
5	176,055	173,988	171,299	170,834	180,127	172,671	178,148	180,677	189,169	189,180
6	1,709,550	1,682,277	1,641,444	1,587,064	1,556,091	1,516,212	1,483,025	1,463,271	1,458,783	1,437,857
7	9,688,088	9,961,574	10,286,198	10,365,567	10,512,272	10,504,662	10,503,307	10,416,442	10,460,643	10,602,199
8	-	-	-	-	-	528,987	577,207	605,804	554,141	
9	-	-	257,854	260,505	265,646	265,698	272,509	290,553	319,826	
10	1,705,699	1,738,580	1,744,993	§§1,690,911	1,599,117	1,604,965	1,566,558	1,552,199	1,558,378	1,535,600
11	510,947	532,097	548,711	546,515	550,350	†† 483,003	496,819	524,126	557,386	
12	302,194	310,952	318,837	330,911	334,899	330,033	345,583	356,108	394,685	
13	538,229	569,238	591,180	618,488	663,703	664,799	680,136	715,465	758,417	856,619
14	378,038	393,599	406,172	414,215	427,735	422,205	422,029	450,132	496,104	513,285
15	1,433,413	1,468,985	1,511,579	1,522,058	1,553,902	1,502,044	1,487,577	1,555,371	1,639,552	
16	255,711	292,301	292,763	294,783	293,226	290,657	294,949	296,081	302,224	
17	75,946	72,905	70,395	75,538	79,188	87,213	85,739	85,427	90,971	
18	944,013	948,079	905,606	895,423	890,539	887,078	894,071	920,871	900,288	
19	618,182	639,961	652,140	676,776	687,227	719,572	756,305	657,924	—	
20	820,716	825,757	811,264	796,461	779,135	776,077	765,281	786,644	—	
21	153,476	151,885	146,862	146,024	138,653	146,098	155,130	168,058	—	
22	49,556	50,635	49,785	62,852	61,427	61,076	57,580	62,372	57,037	
23	271,386	268,799	311,550	314,462	—	—	—	—	—	
24	946,695	1,005,950	994,675	899,803	916,180	838,186	844,954	805,584	737,709	848,246
25	3,477,802	3,678,809	3,770,246	3,925,268	3,767,849	3,797,773	3,858,926	3,963,436	4,012,029	4,015,992
26	41,567	42,559	42,241	42,448	44,675	49,307	58,154	62,945	63,268	
27	145,692	145,725	148,332	155,172	212,925	254,692	275,387	318,636	648,324	

|| Years ended 30th June.

¶ Registered tonnage is that employed in the foreign trade. Enrolled and licensed is that employed in the river, lake and coasting trade.

\*\* Vessels of foreign (i.e. Non-Chinese) type only, belonging to Chinese owners, and sailing under the Chinese flag.

†† Vessels of foreign type only, excluding junks.

‡‡ Prior to 1895 Steam Vessels of all tonnages and Sailing Vessels above 10 tons were included.

§§ New method of Tonnage admeasurement was adopted in this year.

||| Provisional figures.

TABLE, No. 10

## PRINCIPAL MARITIME COUNTRIES—(MERCHANT NAVIES: STEAM TONNAGE).

TONNAGE of STEAM VESSELS belonging to the MERCHANT NAVIES of the BRITISH EMPIRE, the UNITED  
in each of the Years 1840, 1850, 1860,

COUNTRIES.	1840.	1850.	1860.	1870.	1880.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
United Kingdom (including Channel Islands and Isle of Man)* - - - - }	87,928	168,474	454,327	1,112,934	2,723,468	5,042,517	1
Canada (including Newfoundland)* - - - - }	Not distinguished		25,497	32,619	106,394	121,158	2
Australasia* - - - - - }			12,187	29,814	71,427	167,970	3
British India (including Ceylon)* - - - - }			8,133	26,767	11,665	24,532	4
Other British Possessions * - - - - }					36,328	57,529	5
British Possessions: Total of - - - - -	7,879	19,157	45,817	89,200	225,814	371,189	6
British Empire: * Total of - - - - -	95,807	187,631	500,144	1,202,134	2,949,282	5,413,706	7
Russia - - - - -	-	-	-	-	88,990	-	8
(Vessels of 25 tons and upwards.)							
Finland - - - - -	-	-	-	-	11,431	-	9
(Vessels of all Tonnages.)							
Norway - - - - -	-	-	-	13,715	58,062	203,115	10
(Vessels of 4 tons and upwards.)							
Sweden - - - - -	-	-	-	-	81,049	141,267	11
(Vessels of 20 tons and upwards.)**							
Denmark† - - - - -	-	-	-	10,453	51,957	112,788	12
(Vessels of 4 tons and upwards.)							
Hamburg - - - - -	-	2,842	10,184	32,450	99,153	373,422	13
Bremen - - - - -	-	-	8,483	41,393	58,666	179,404	14
Total German Empire - - - - -	-	-	-	81,994	215,758	723,652	15
(Vessels of 17½ tons and upwards.)							
Holland - - - - -	-	2,706	10,132	19,455	64,394	128,511	16
Belgium - - - - -	1,048	1,604	4,254	9,501	65,224	71,553	17
(Vessels of 50 tons and upwards.)							
France - - - - -	9,535	13,925	68,025	154,415	277,759	499,921	18
(Vessels of 2 tons and upwards.)							
Spain - - - - -	-	-	-	-	233,695	407,935	19
(Vessels of 50 tons and upwards.)							
Italy - - - - -	-	-	-	32,100	77,050	186,567	20
(Vessels of 2 tons and upwards.)							
Austria - - - - -	-	-	-	49,977	62,743	85,387	21
Hungary - - - - -						8,847	22
Greece - - - - -	-	-	-	5,360	-	44,684	23
United States:—†							
Registered for Oversea (Foreign Trade)	4,155	44,942	97,296	192,544	146,604	197,630	24
Enrolled and Licensed (including Lake and River Steamers)§ - - - - }	198,184	481,005	770,644	882,551	1,064,954	1,661,458	25
(Vessels of 5 tons and upwards.)							
China, - - - - -	-	-	-	-	21,694	29,766	26
Japan* - - - - -	-	-	-	-	41,215	93,812	27

\* The figures here given are those of the net tonnage of vessels registered under Acts for registering British vessels, the Merchant Shipping Acts, 1854 to 1889, and Part I. of the Merchant Shipping Act, 1894, and of vessels locally registered under the 41 c. of the Consolidated Statutes of Canada, from 1880. The figures do not include the tonnage of British Vessels registered at Shanghai, which was made a port of British registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Jurisdiction Act, 1843. The tonnage of such vessels was 6,606 on 31st December, 1899.

† See note (†), p. 22.

‡ Years ended 30th June. The tonnage for 1870 and subsequent years is all new admeasurement.

§ The "enrolled and licensed" tonnage of the United States is confined to the home and river trades, and is prohibited by law from going on a foreign voyage.

- TABLE, No. 10.

## PRINCIPAL MARITIME COUNTRIES—(MERCHANT NAVIES : STEAM TONNAGE).

KINGDOM, the UNITED STATES, and the other PRINCIPAL MARITIME COUNTRIES,  
1870, 1880, and 1890-99.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	5,307,204	5,564,482	5,740,243	5,969,020	6,121,555	6,284,306	6,363,601	6,613,917	6,917,492
2	129,004	137,660	143,566	148,120	150,630	150,485	152,819	160,805	165,611
3	165,608	174,776	180,846	175,924	185,715	195,913	223,380	238,094	234,570
4	28,465	26,791	27,740	27,104	29,958	28,158	30,678	28,194	36,798
5	59,411	57,767	56,793	57,169	56,597	61,841	66,487	69,203	68,933
6	382,488	396,994	408,945	408,317	422,900	436,397	473,364	496,296	505,912
7	5,689,692	5,961,476	6,149,188	6,377,337	6,544,455	6,720,703	6,836,965	7,116,213	7,423,404
8	-	-	-	-	205,648	240,957	261,958	299,725	-
9	-	26,048	27,616	28,115	28,770	35,788	38,154	43,876	-
10	238,511	251,490	†† 238,635	263,842	321,052	351,799	383,120	437,570	488,500††
11	152,493	171,808	177,156	179,253	181,276	205,964	234,636	-	-
12	117,054	119,038	129,209	141,995	144,931	164,075	182,702	225,422	-
13	393,360	392,365	421,731	473,984	474,348	482,917	514,949	542,198	637,853
14	193,419	201,124	204,939	228,438	224,196	226,047	252,227	287,230	306,518
15	764,711	786,397	823,702	893,046	879,939	889,960	969,800	1,038,391	-
16	161,593	169,369	176,359	182,553	188,276	196,402	200,887	213,913	-
17	70,860	69,356	74,499	78,271	86,296	84,822	84,510	89,237	-
18	521,872	498,562	498,841	491,972	500,568	503,677	499,409	485,615	-
19	435,559	455,490	479,746	489,483	526,340	564,459	499,230	-	-
20	199,945	201,443	208,193	207,530	220,508	237,727	259,817	-	-
21	88,146	87,187	95,522	94,160	105,793	119,967	138,705	-	-
22	11,674	15,128	29,511	34,128	35,080	35,173	42,224	40,223	-
23	54,987	77,066	83,766	-	-	-	-	-	-
24	239,995	228,899	261,103	266,091	252,045	264,882	258,474	294,064	360,030
25	1,776,269	1,845,518	1,922,169	1,923,339	1,960,756	2,042,326	2,100,084	2,977,859	2,115,981
26	30,380	30,353	31,174	29,410	32,708	37,975	41,152	41,466	-
27	95,588	102,301	110,205	169,414	213,221	233,942	273,409	477,430	-

† Vessels of foreign (i.e. non-Chinese) type only, belonging to Chinese owners, and sailing under the Chinese flag.

†† Vessels of foreign type only.

\*\* Prior to 1895 steam vessels of all tonnages were included.

†† New method of tonnage admeasurement was adopted in this year.

†† Provisional figures.

TABLE, No. 11.

## PRINCIPAL MARITIME COUNTRIES—(TONNAGE ADDED TO THE REGISTER).

TONNAGE OF SHIPPING added to the MERCHANT NAVIES of the UNITED KINGDOM, the other PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, in each of the Years 1850, 1860, 1870, 1880, 1890, and 1890-99.

COUNTRIES.	1850.	1860.	1870.	1880.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
United Kingdom -	Tons. *133,695	Tons. 301,535	Tons. 391,831	Tons. 411,736	Tons. 657,046	Tons. 699,232	Tons. 714,791	Tons. 532,768	Tons. 604,181	Tons. 558,401	Tons. 545,588	Tons. 489,835	Tons. 709,870	Tons. 792,307
Norway -	11,115	20,884	69,415	71,427	165,379	135,905	94,083	104,042	93,797	113,346	88,481	108,144	144,789	—
Sweden -	-	-	25,434	13,152	18,689	30,514	33,177	17,285	10,210	21,709	43,124	58,998	—	—
Denmark -	-	-	-	12,273	26,855	19,553	19,559	25,499	26,739	27,426	30,105	28,780	54,099	—
Germany -	-	-	-	80,827	194,742	130,562	110,029	90,865	131,076	119,215	139,764	153,498	181,343	—
Holland -	18,572	11,866	19,406	14,690	32,564	55,453	15,948	17,942	27,270	23,480	21,708	35,931	44,607	—
France -	44,032	43,823	63,372	46,830	74,534	60,159	32,988	39,412	45,105	51,360	68,113	82,464	67,642	—
Italy †	-	-	106,162	31,863	40,449	48,702	29,654	26,749	32,098	41,714	37,606	65,968	—	—
United States ‡	272,218	214,798	276,953	137,410	294,123	369,302	199,633	211,639	131,195	111,602	227,097	232,233	180,458	300,038

*Note.*—By tonnage of shipping added, is meant the addition to the register of vessels, whether new-built or bought abroad. The above figures represent, therefore, the gross and not the net increase of the merchant navy of each country.

\* The figures for the new tonnage added to the register relate to British-built vessels only in the year 1850, and to all vessels in subsequent years.  
† The figures given for Italy prior to the year 1886 include the tonnage of vessels added to the register other than those new-built and bought abroad.  
‡ Years ended 30th June. These figures represent the tonnage built, including also the tonnage of canal boats and barges built.

TABLE, No. 12.

## PRINCIPAL MARITIME COUNTRIES—(WRECKS).

NUMBER and TONNAGE of VESSELS belonging to the BRITISH EMPIRE, the UNITED KINGDOM, the other PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, which were removed from the REGISTER on account of WRECK in each of the Years 1887-98.

COUNTRIES.	1887.		1888.		1889.		1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		COUNTRIES.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
British Empire*	740	261,428	708	230,742	578	218,676	690	249,409	686	249,277	539	211,949	652	229,426	675	215,843	576	217,536	476	206,155	524	197,035	533	201,253	British Empire.*	
United Kingdom*	427	195,893	477	188,175	376	172,103	439	203,053	501	216,255	336	162,990	410	177,653	444	173,489	399	184,310	305	174,200	358	164,338	308	162,118	United Kingdom*	
Norway	-	224	71,942	219	77,293	168	60,906	211	62,676	222	89,581	174	72,077	229	99,775	323	136,410	228	87,678	210	95,142	217	90,652	211	88,050	Norway.
Sweden	-	43	11,095	29	6,790	26	5,561	39	9,568	32	10,855	30	9,436	40	10,964	28	9,711	61	21,208	45	14,251	46	10,412	-	-	Sweden.
Denmark	-	53	7,858	56	9,624	41	10,159	50	6,589	37	3,938	52	5,937	57	7,244	66	11,853	60	8,760	50	7,313	52	7,867	57	7,392	Denmark.
Germany	-	173	51,788	158	51,544	117	39,061	92	34,459	117	45,080	104	37,320	125	51,117	122	47,452	155	60,570	86	31,256	74	28,037	109	33,560	Germany.
Belgium	-	1	690	3	1,674	2	1,869	1	1,423	1	63	-	None	1	773	2	1,741	-	None	3	1,751	5	5,037	3	2,142	Belgium.
France	-	218	20,722	196	25,904	170	26,927	182	19,844	241	25,029	159	26,218	169	14,252	168	16,440	237	21,076	330	28,724	278	23,951	199	34,664	France.
Italy	-	-	No Return	131	33,730	108	27,991	97	25,132	84	15,591	82	15,425	66	15,016	74	15,596	92	12,520	108	19,120	79	11,712	-	-	Italy.
Austria †	-	17	9,968	22	10,096	10	4,877	6	2,597	11	4,523	7	4,807	11	6,499	6	3,176	9	6,063	8	4,475	13	9,696	-	-	Austria.†
United States ‡	-	556	115,580	452	106,772	464	101,131	505	135,600	392	96,609	389	89,571	448	127,886	699	167,646	485	123,478	427	108,833	378	100,780	398	103,086	United States.‡

\* These figures do not include wrecks in rivers, harbours, or inland waters.

† Exclusive of small coasting vessels and fishing boats  
‡ Years ended 30th June. These figures include wrecks in the coasting and lake trade.

TABLE, No. 13.

## UNITED KINGDOM—(TONNAGE BUILT).

TONNAGE OF VESSELS BUILT in the UNITED KINGDOM, in each Year from 1858 to 1899.

YEARS.	For Home and the Colonies.			For Foreigners.			TOTAL.		
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1858 - -	154,930	53,150	208,080	1,518	26,956	28,474	156,448	80,106	236,554
1859 - -	147,967	38,003	185,970	3,402	23,372	26,774	151,369	61,375	212,744
1860 - -	158,172	53,796	211,968	-	13,903	13,903	158,172	67,699	225,871
1861 - -	129,970	70,869	200,839	232	7,255	7,487	130,202	78,124	208,326
1862 - -	164,061	77,338	241,399	-	20,533	20,533	164,061	97,871	261,932
1863 - -	253,036	107,951	360,987	1,084	16,236	17,320	254,120	124,187	378,307
1864 - -	272,499	159,374	431,873	2,279	26,681	28,960	274,778	186,055	460,833
1865 - -	235,555	179,649	415,204	949	32,016	32,965	236,504	211,665	448,169
1866 - -	207,678	133,511	341,189	3,641	34,709	38,350	211,319	168,220	379,539
1867 - -	174,507	94,573	269,080	4,994	31,905	36,899	179,501	126,478	305,979
1868 - -	237,687	78,510	316,197	8,671	37,460	46,131	246,358	115,970	362,328
1869 - -	230,762	123,525	354,287	11,800	22,005	33,805	242,562	145,530	388,092
1870 - -	117,032	225,674	342,706	9,429	42,222	51,651	126,461	267,896	394,357
1871 - -	56,545	297,810	354,355	3,715	32,988	36,703	60,260	330,798	391,058
1872 - -	54,967	338,004	392,971	3,790	77,957	81,747	58,757	415,961	474,718
1873 - -	88,532	282,134	370,666	1,094	81,783	82,877	89,626	363,917	453,543
1874 - -	187,313	333,890	521,203	1,781	80,883	82,664	189,094	414,773	603,867
1875 - -	241,646	178,905	420,551	3,711	47,796	51,507	245,357	226,701	472,058
1876 - -	236,890	123,475	360,365	4,198	13,457	17,655	241,088	136,932	378,020
1877 - -	212,320	221,330	433,650	2,194	15,075	17,269	214,514	236,405	450,919
1878 - -	141,165	287,080	428,245	7,108	35,366	42,474	148,273	322,446	470,719
1879 - -	59,115	297,720	356,835	2,464	46,692	49,156	61,579	344,412	405,991
1880 - -	57,480	346,361	403,841	585	68,470	69,055	58,065	414,831	472,896
1881 - -	92,420	408,764	501,184	1,348	106,346	107,694	93,768	515,110	608,878
1882 - -	145,700	521,575	667,275	2,139	113,637	115,776	147,839	635,212	783,051
1883 - -	146,818	621,758	768,576	1,272	122,368	123,640	148,090	744,126	892,216
1884 - -	162,234	335,208	497,442	10,945	79,887	90,832	173,179	415,095	588,274
1885 - -	208,411	196,975	405,386	10,683	24,943	35,626	219,094	221,918	441,012
1886 - -	138,362	154,638	293,000	6,887	31,641	38,528	145,249	186,279	331,528
1887 - -	81,279	225,440	306,719	5,848	64,631	70,479	87,127	290,071	377,198
1888 - -	75,696	407,445	483,141	20,697	70,109	90,806	96,393	477,554	573,947
1889 - -	117,481	554,024	671,505	19,666	163,558	183,224	137,147	717,582	854,729
1890 - -	123,224	528,789	652,013	25,468	135,157	160,625	148,692	663,946	812,638
1891 - -	191,917	478,682	670,599	37,693	101,201	138,894	229,610	579,883	809,493
1892 - -	258,700	434,091	692,791	28,372	80,385	108,757	287,072	514,476	801,548
1893 - -	114,895	380,393	495,288	8,979	80,407	89,386	123,874	460,800	584,674
1894 - -	89,156	485,460	574,616	10,472	84,404	94,876	99,628	569,864	669,492
1895 - -	54,155	465,467	519,622	10,562	117,450	128,012	64,717	582,917	647,634
1896 - -	57,467	462,503	519,970	15,824	201,020	216,844	73,291	663,523	736,814
1897 - -	66,729	415,538	482,267	22,971	139,459	162,430	89,700	554,997	644,697
1898 - -	41,839	654,158	695,997	3,051	171,560	174,611	44,890	825,718	870,608
1899 - -	45,510	703,904	749,414	4,973	194,623	199,596	50,483	898,527	949,010

*Note.*—The Returns for the years prior to 1871 denote the tonnage of the newly-built vessels which were *first registered* in those years; but in the Returns for 1871 and later years, the tonnage of vessels the building of which was completed in those years is given, whether registered during the year or not.

The above Statement includes the following Steam Vessels, which were built for War purposes for Foreigners :—

YEARS.	Steam Vessels.	YEARS.	Steam Vessels.	YEARS.	Steam Vessels.
	Tons.		Tons.		Tons.
1864 - -	6,497	1876 - -	14	1888 - -	1,899
1865 - -	3,700	1877 - -	3,435	1889 - -	726
1866 - -	10,301	1878 - -	2,482	1890 - -	3,437
1867 - -	3,604	1879 - -	716	1891 - -	300
1868 - -	9,137	1880 - -	385	1892 - -	2,792
1869 - -	2,354	1881 - -	5,338	1893 - -	2,471
1870 - -	970	1882 - -	447	1894 - -	2,483
1871 - -	80	1883 - -	270	1895 - -	4,152
1872 - -	40	1884 - -	2,339	1896 - -	13,311
1873 - -	280	1885 - -	5,462	1897 - -	9,432
1874 - -	12,877	1886 - -	840	1898 - -	6,732
1875 - -	12,280	1887 - -	3,966	1899 - -	18,460

TABLE, No. 14.

## UNITED STATES—(TONNAGE BUILT).

TONNAGE of VESSELS BUILT in the UNITED STATES and Sold to Foreigners, in each Year from 1850 to 1899.

YEARS (ending 30th June).	Tonnage Built.				Tonnage of Vessels Sold to Foreigners.
	On the Sea Coast.	On the Mississippi River and its Tributaries.	On the Great Lakes.	TOTAL.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1850	-	-	-	272,218	13,468
1851	-	-	-	298,203	15,247
1852	-	-	-	351,493	17,921
1853	-	-	-	425,571	10,035
1854	-	-	-	535,616	60,033
1855	-	-	-	583,450	65,887
1856	-	-	-	469,393	42,618
1857	285,453	41,854	51,498	378,805	52,649
1858	177,412	35,659	31,642	244,713	26,305
1859	133,294	17,128	6,180	156,602	30,850
1860	169,836	32,970	11,992	214,798	17,418
1861	179,767	29,960	23,467	233,194	26,649
1862	112,487	8,785	53,804	175,076	117,756
1863	215,667	27,407	67,972	311,046	222,199
1864	310,421	56,169	49,151	415,741	300,865
1865	291,306	66,576	36,641	394,523	133,832
1866	232,388	70,555	33,204	336,147	22,117
1867	230,810	35,106	39,679	305,595	9,088
1868	175,812	52,695	56,798	285,305	13,757
1869	191,194	34,576	49,460	275,230	19,063
1870	182,836	56,859	37,258	276,953	17,079
1871	156,249	73,081	43,897	273,227	13,534
1872	128,097	36,344	44,611	209,052	19,572
1873	218,139	48,659	92,448	359,246	29,763
1874	277,093	63,646	91,986	432,725	77,054
1875	244,474	23,294	29,871	297,639	25,541
1876	163,826	23,636	16,124	203,586	33,253
1877	132,996	34,693	8,903	176,592	24,724
1878	155,138	68,928	11,438	235,504	43,607
1879	115,683	62,213	15,135	193,031	43,312
1880	101,720	32,791	22,899	157,410	26,883
1881	125,766	81,189	73,504	280,459	28,671
1882	188,084	35,817	58,369	282,270	18,257
1883	210,349	26,443	28,638	265,430	37,385
1884	178,419	16,664	30,431	225,514	28,722
1885	121,010	11,220	26,826	159,056	26,213
1886	64,458	10,595	20,400	95,453	33,063
1887	83,061	10,901	56,488	150,450	22,122
1888	105,125	11,859	101,103	218,087	11,116
1889	111,852	12,202	107,080	231,134	9,871
1890	169,091	16,506	108,526	294,123	13,322
1891	237,462	19,984	111,856	369,302	9,410
1892	138,863	14,800	45,969	199,632	15,329
1893	102,830	9,538	99,271	211,639	15,395
1894	80,099	9,111	41,985	131,195	20,578
1895	67,127	8,122	36,353	111,602	13,994
1896	102,544	15,771	108,782	227,097	21,797
1897	103,504	11,792	116,937	232,233	8,243
1898	112,879	13,495	54,084	180,458	35,411
1899	196,120	23,552	80,366	300,038	22,609

Note.—The above figures are inclusive of the canal boats and barges built.

TABLE, No. 15.

## FRANCE—(TONNAGE BUILT).

TONNAGE of VESSELS BUILT in FRANCE, Bought Abroad, and Sold to Foreigners, in each Year from 1855 to 1898.

YEARS.	Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
	<i>Tons.</i>		<i>Tons.</i>
1855 - - - -	103,488		1,919
1856 - - - -	174,018		2,414
1857 - - - -	116,910		4,318
1858 - - - -	66,427		10,910
1859 - - - -	37,216		9,404
1860 - - - -	43,192		13,182
1861 - - - -	45,100		10,354
1862 - - - -	52,444		8,760
1863 - - - -	59,467		9,625
1864 - - - -	64,670		6,856
1865 - - - -	76,817		4,907
1866 - - - -	75,990		3,982
1867 - - - -	81,127		4,914
1868 - - - -	68,983		5,298
1869 - - - -	73,878		2,811
1870 - - - -	62,805		11,135
1871 - - - -	58,541		16,341
	<i>Tons.</i>	<i>Tons.</i>	
1872 - - - -	50,697	34,885	17,865
1873 - - - -	39,430	17,646	19,848
1874 - - - -	34,917	17,404	27,092
1875 - - - -	37,520	20,001	14,722
1876 - - - -	32,707	15,581	16,148
1877 - - - -	26,884	12,864	14,751
1878 - - - -	21,367	19,677	12,851
1879 - - - -	24,733	16,809	8,323
1880 - - - -	12,629	34,201	12,939
1881 - - - -	20,735	34,909	11,441
1882 - - - -	56,594	78,612	17,407
1883 - - - -	35,223	49,387	14,681
1884 - - - -	57,162	20,472	11,814
1885 - - - -	15,930	9,681	20,852
1886 - - - -	27,075	14,392	17,276
1887 - - - -	15,247	14,822	14,390
1888 - - - -	31,936	26,828	25,403
1889 - - - -	32,502	24,676	18,828
1890 - - - -	24,018	50,516	12,459
1891 - - - -	28,465	31,694	10,339
1892 - - - -	18,604	14,384	12,311
1893 - - - -	21,795	17,617	3,045
1894 - - - -	18,240	26,865	8,086
1895 - - - -	22,945	28,415	8,336
1896 - - - -	39,158	28,955	9,013
1897 - - - -	55,780	26,684	7,695
1898 - - - -	37,534	30,108	15,782

TABLE, No. 16.

## TRADE WITH BRITISH POSSESSIONS.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the Trade with the BRITISH POSSESSIONS, distinguishing British from Foreign Tonnage, from 1851 to 1899 (with Cargoes and in Ballast).

YEARS.	BRITISH SHIPS.	FOREIGN SHIPS.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1851	3,392,076	282,949	3,675,025
1852	3,282,241	357,835	3,640,076
1853	3,448,144	585,507	4,033,651
1854	4,070,217	568,580	4,638,797
1855	3,404,562	565,162	3,969,724
1856	3,990,161	636,989	4,627,150
1857	4,291,108	858,768	5,149,876
1858	4,017,450	698,372	4,715,822
1859	4,076,907	794,855	4,871,762
1860	4,335,862	733,398	5,069,260
1861	4,818,211	1,033,482	5,851,693
1862	4,874,382	586,968	5,461,350
1863	5,430,565	682,655	6,113,220
1864	5,278,491	551,680	5,830,171
1865	5,219,950	434,918	5,654,868
1866	5,370,692	485,090	5,855,782
1867	5,275,469	502,920	5,778,389
1868	5,335,711	572,885	5,908,596
1869	5,260,551	570,781	5,831,332
1870	5,495,050	548,978	6,044,028
1871	5,939,377	597,877	6,537,254
1872	6,130,130	794,112	6,924,242
1873	6,287,061	943,418	7,230,479
1874	6,746,682	1,082,876	7,829,558
1875	6,574,456	1,019,932	7,594,388
1876	7,278,411	1,210,158	8,488,569
1877	7,856,998	1,135,472	8,992,470
1878	7,095,612	913,768	8,009,380
1879	7,285,663	855,890	8,141,553
1880	8,264,595	1,167,542	9,432,137
1881	8,304,174	1,163,036	9,467,210
1882	8,482,818	1,265,463	9,748,281
1883	9,132,131	1,443,437	10,575,568
1884	8,531,862	1,280,321	9,812,183
1885	9,004,767	1,255,834	10,260,601
1886	8,647,801	1,132,924	9,780,725
1887	8,439,815	1,092,523	9,532,338
1888	8,878,718	1,097,631	9,976,349
1889	9,211,059	1,214,279	10,425,338
1890	9,137,840	1,329,723	10,467,563
1891	9,387,614	1,127,528	10,515,142
1892	9,400,583	1,281,011	10,681,594
1893	8,985,434	1,067,652	10,053,986
1894	9,745,376	1,176,000	10,921,376
1895	10,000,120	1,032,381	11,032,501
1896	10,139,289	1,076,843	11,216,132
1897	10,769,109	1,014,101	11,783,210
1898	10,399,989	1,018,297	11,418,286
1899	10,427,579	1,140,069	11,567,648

TABLE, No. 17.

## TRADE WITH BRITISH NORTH AMERICA.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the Trade with BRITISH NORTH AMERICA, distinguishing British from Foreign Tonnage, from 1847 to 1899 (with Cargoes and in Ballast).

YEARS.					BRITISH VESSELS.	FOREIGN VESSELS.	TOTAL.
					<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1847	-	-	-	-	1,783,275	9,605	1,792,880
1848	-	-	-	-	1,554,783	- - Nil -	1,554,783
1849	-	-	-	-	1,493,338	1,834	1,495,172
1850	-	-	-	-	1,278,359	83,510	1,361,869
1851	-	-	-	-	1,461,443	128,408	1,589,851
1852	-	-	-	-	1,306,185	168,441	1,474,626
1853	-	-	-	-	1,316,285	255,301	1,571,586
1854	-	-	-	-	1,641,190	278,654	1,919,844
1855	-	-	-	-	1,000,034	186,693	1,186,727
1856	-	-	-	-	1,402,682	222,145	1,624,827
1857	-	-	-	-	1,473,121	305,618	1,778,739
1858	-	-	-	-	1,322,415	236,638	1,559,053
1859	-	-	-	-	1,268,401	317,293	1,585,694
1860	-	-	-	-	1,595,483	251,455	1,846,938
1861	-	-	-	-	1,867,378	555,369	2,422,747
1862	-	-	-	-	1,804,221	191,698	1,995,919
1863	-	-	-	-	2,013,427	264,493	2,277,920
1864	-	-	-	-	1,653,473	229,995	1,883,468
1865	-	-	-	-	1,770,637	194,666	1,965,303
1866	-	-	-	-	1,775,940	224,347	2,000,287
1867	-	-	-	-	1,586,354	175,580	1,761,934
1868	-	-	-	-	1,652,724	259,015	1,911,739
1869	-	-	-	-	1,645,803	297,076	1,942,879
1870	-	-	-	-	1,799,514	261,773	2,061,287
1871	-	-	-	-	1,871,294	280,369	2,151,663
1872	-	-	-	-	1,971,350	395,166	2,366,516
1873	-	-	-	-	1,986,605	531,030	2,517,635
1874	-	-	-	-	2,146,872	604,721	2,751,593
1875	-	-	-	-	1,742,070	511,682	2,253,752
1876	-	-	-	-	2,101,149	709,278	2,810,427
1877	-	-	-	-	2,493,076	608,638	3,101,714
1878	-	-	-	-	2,003,062	497,716	2,500,778
1879	-	-	-	-	1,923,922	478,627	2,402,549
1880	-	-	-	-	2,412,458	679,547	3,092,005
1881	-	-	-	-	2,011,047	596,897	2,607,944
1882	-	-	-	-	1,712,862	576,360	2,289,222
1883	-	-	-	-	2,086,439	712,122	2,798,561
1884	-	-	-	-	1,599,525	647,306	2,246,831
1885	-	-	-	-	1,719,911	673,987	2,393,898
1886	-	-	-	-	1,750,794	660,911	2,411,705
1887	-	-	-	-	1,602,485	638,861	2,241,346
1888	-	-	-	-	1,528,886	600,433	2,129,319
1889	-	-	-	-	1,848,049	723,445	2,571,494
1890	-	-	-	-	1,794,755	816,926	2,611,681
1891	-	-	-	-	1,798,567	603,251	2,401,818
1892	-	-	-	-	2,056,152	790,869	2,847,021
1893	-	-	-	-	2,086,921	635,946	2,722,867
1894	-	-	-	-	2,041,865	642,139	2,684,004
1895	-	-	-	-	2,043,104	559,658	2,602,762
1896	-	-	-	-	2,468,952	611,373	3,080,325
1897	-	-	-	-	3,121,284	572,226	3,693,510
1898	-	-	-	-	3,199,209	589,558	3,788,767
1899	-	-	-	-	3,046,803	587,991	3,634,794

TABLE, No. 18.

## TRADE WITH THE UNITED STATES.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the TRADE with the UNITED STATES, distinguishing BRITISH, UNITED STATES, and other Ships, from 1853 to 1899 (Cargoes only).

YEARS.	BRITISH.	UNITED STATES.	OTHER COUNTRIES.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1853 - - -	857,250	1,592,939	91,199	2,541,388
1854 - - -	741,401	1,847,069	86,431	2,674,901
1855 - - -	420,268	1,854,308	49,445	2,324,021
1856 - - -	664,250	2,188,612	82,823	2,935,685
1857 - - -	650,294	1,827,611	60,698	2,538,603
1858 - - -	562,048	1,826,841	108,561	2,497,450
1859 - - -	784,543	1,635,563	122,401	2,542,507
1860 - - -	945,668	2,245,234	165,712	3,356,614
1861 - - -	1,041,818	2,052,935	228,833	3,323,586
1862 - - -	877,115	1,646,885	319,701	2,843,701
1863 - - -	1,173,463	927,186	308,173	2,408,822
1864 - - -	1,250,585	674,408	196,499	2,121,492
1865 - - -	1,231,660	484,098	152,692	1,868,450
1866 - - -	1,853,145	745,467	310,501	2,909,113
1867 - - -	2,009,687	762,544	288,330	3,060,561
1868 - - -	2,103,872	714,423	355,696	3,173,991
1869 - - -	2,464,012	669,444	367,810	3,501,266
1870 - - -	2,625,991	826,692	287,282	3,739,965
1871 - - -	3,335,966	1,117,465	611,775	5,065,206
1872 - - -	3,488,452	524,309	829,698	4,842,459
1873 - - -	3,641,758	634,753	1,082,685	5,359,196
1874 - - -	3,666,494	717,147	1,228,721	5,612,362
1875 - - -	3,643,184	736,338	899,443	5,278,965
1876 - - -	3,935,763	940,352	1,286,604	6,162,719
1877 - - -	4,043,020	783,710	1,276,137	6,102,867
1878 - - -	4,991,565	714,187	1,381,906	7,087,658
1879 - - -	6,169,027	630,816	1,219,521	8,019,364
1880 - - -	6,939,245	612,634	1,441,952	8,993,831
1881 - - -	7,017,554	633,018	1,180,537	8,831,109
1882 - - -	6,213,355	534,176	984,387	7,731,918
1883 - - -	6,774,362	462,458	1,022,520	8,259,340
1884 - - -	6,346,750	300,056	749,333	7,396,139
1885 - - -	6,672,130	396,428	785,765	7,854,323
1886 - - -	7,123,982	313,264	670,537	8,107,783
1887 - - -	7,369,726	253,762	581,811	8,205,299
1888 - - -	6,773,785	188,404	525,110	7,487,299
1889 - - -	7,583,658	257,759	599,918	8,441,335
1890 - - -	7,884,791	246,759	763,166	8,894,716
1891 - - -	7,935,304	241,784	696,673	8,873,761
1892 - - -	9,181,932	148,930	716,023	10,046,885
1893 - - -	7,892,645	436,802	584,439	8,913,886
1894 - - -	8,345,188	469,889	556,448	9,371,525
1895 - - -	8,000,801	613,332	658,267	9,272,400
1896 - - -	8,922,072	736,907	814,415	10,473,394
1897 - - -	9,732,556	678,992	910,147	11,321,695
1898 - - -	10,330,113	290,359	966,658	11,587,130
1899 - - -	10,038,935	542,179	875,559	11,456,673

TABLE, No. 19.

## TRADE (FOREIGN) OF BRITISH INDIA—(I. BY COUNTRIES).

TONNAGE of SHIPPING Entered and Cleared, distinguishing

YEARS (ending 31st March).			United Kingdom.	British Possessions.	FOREIGN	
					Austria.	France.
			<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1881-82	Entered	- -	1,510,047	1,293,368	63,902	54,628
	Cleared	- -	1,561,691	1,002,471	69,085	329,349
1882-83	Entered	- -	1,364,552	1,405,735	82,462	50,265
	Cleared	- -	1,558,246	863,918	67,896	306,722
1883-84	Entered	- -	1,493,587	1,351,565	81,333	77,501
	Cleared	- -	1,499,067	813,457	77,644	368,003
1884-85	Entered	- -	1,522,559	1,161,325	59,994	26,905
	Cleared	- -	1,386,428	801,539	70,483	288,364
1885-86	Entered	- -	1,642,070	1,386,931	58,567	5,456
	Cleared	- -	1,537,694	900,600	61,850	271,651
1886-87	Entered	- -	1,498,989	1,386,109	42,497	3,556
	Cleared	- -	1,464,489	873,510	81,449	271,085
1887-88	Entered	- -	1,674,284	1,241,445	59,561	—
	Cleared	- -	1,410,846	963,411	69,687	229,461
1888-89	Entered	- -	1,554,279	1,353,118	42,923	2,550
	Cleared	- -	1,380,150	932,531	52,061	272,839
1889-90	Entered	- -	1,341,475	1,548,784	53,391	2,166
	Cleared	- -	1,368,914	1,002,574	56,975	206,321
1890-91	Entered	- -	1,433,654	1,608,098	49,161	851
	Cleared	- -	1,226,001	1,173,549	54,945	202,768
1891-92	Entered	- -	1,450,896	1,563,290	52,105	57,751
	Cleared	- -	1,399,668	1,112,754	50,264	370,180
1892-93	Entered	- -	1,403,162	1,477,199	55,703	9,253
	Cleared	- -	1,315,489	993,674	58,298	238,667
1893-94	Entered	- -	1,338,015	1,408,051	66,884	5,338
	Cleared	- -	1,316,349	1,028,058	68,712	321,014
1894-95	Entered	- -	1,604,089	1,542,667	60,049	9,629
	Cleared	- -	1,180,553	1,230,429	79,857	259,916
1895-96	Entered	- -	1,412,425	1,628,089	64,591	23,347
	Cleared	- -	1,254,805	1,269,892	68,874	217,375
1896-97	Entered	- -	1,191,295	1,632,351	85,238	38,825
	Cleared	- -	1,115,415	1,236,281	65,184	183,430
1897-98	Entered	- -	1,159,730	1,689,434	77,637	22,109
	Cleared	- -	1,123,526	1,332,404	96,632	160,483
1898-99	Entered	- -	1,164,339	2,020,694	88,955	45,079
	Cleared	- -	1,260,404	1,343,891	98,689	247,023

TABLE, No. 19.

## TRADE (FOREIGN) OF BRITISH INDIA—(I. BY COUNTRIES).

CERTAIN COUNTRIES, from 1881-82 to 1898-99. (Years ended 31st March.)

COUNTRIES.				GRAND TOTAL, Foreign Trade.		YEARS (ending 31st March).
Germany.	Italy.	America.*	TOTAL.			
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		
16,056	79,437	82,177	828,833	} 7,368,886	{ Entered -	} 1881-82.
21,605	64,984	116,144	1,172,476		{ Cleared -	
14,405	53,954	171,505	768,591	} 7,071,884	{ Entered -	} 1882-83.
19,437	52,979	147,348	1,110,842		{ Cleared -	
15,611	63,102	143,731	787,153	} 7,250,603	{ Entered -	} 1883-84.
17,764	29,918	149,232	1,305,774		{ Cleared -	
10,133	41,515	139,938	607,125	} 6,649,770	{ Entered -	} 1884-85.
18,719	54,599	164,173	1,170,794		{ Cleared -	
12,173	59,827	133,309	611,686	} 7,294,589	{ Entered -	} 1885-86.
16,284	65,857	123,363	1,215,608		{ Cleared -	
27,659	74,290	124,164	629,574	} 7,172,193	{ Entered -	} 1886-87.
21,739	193,505	129,735	1,319,522		{ Cleared -	
17,079	48,683	102,251	598,485	} 7,189,465	{ Entered -	} 1887-88.
36,755	150,767	170,572	1,300,994		{ Cleared -	
7,726	52,205	70,667	542,782	} 6,983,332	{ Entered -	} 1888-89.
31,963	92,733	137,886	1,220,472		{ Cleared -	
37,434	49,407	181,942	767,922	} 7,315,586	{ Entered -	} 1889-90.
61,474	83,839	161,647	1,285,917		{ Cleared -	
88,870	47,141	152,579	821,089	} 7,684,954	{ Entered -	} 1890-91.
117,485	77,598	198,195	1,422,563		{ Cleared -	
142,277	113,681	141,145	1,294,189	} 8,590,651	{ Entered -	} 1891-92.
137,068	86,945	149,196	1,769,854		{ Cleared -	
114,627	46,686	195,225	1,021,835	} 7,692,291	{ Entered -	} 1892-93.
178,167	69,811	167,200	1,480,932		{ Cleared -	
143,898	42,166	206,445	1,051,845	} 7,665,886	{ Entered -	} 1893-94.
167,081	77,752	115,597	1,523,568		{ Cleared -	
172,245	45,455	126,128	1,009,630	} 8,255,822	{ Entered -	} 1894-95.
220,074	55,980	202,695	1,688,454		{ Cleared -	
167,211	42,978	106,383	1,087,525	} 8,226,600	{ Entered -	} 1895-96.
189,247	75,567	153,563	1,573,864		{ Cleared -	
150,783	32,255	83,024	1,060,343	} 7,698,585	{ Entered -	} 1896-97.
190,803	61,952	126,130	1,462,900		{ Cleared -	
149,052	33,905	95,005	1,068,597	} 7,784,630	{ Entered -	} 1897-98.
208,833	59,538	179,411	1,410,939		{ Cleared -	
139,316	66,689	76,088	1,398,153	} 9,115,646	{ Entered -	} 1898-99.
271,106	94,412	139,560	1,928,165		{ Cleared -	

\* Including United States, and Central and South America ; also West Indies (other than British).

TABLE, No. 20.

## TRADE (FOREIGN AND COASTING) OF BRITISH INDIA—(II. BY FLAGS).

## TONNAGE of SHIPPING Entered and Cleared, distinguishing

YEARS (ending 31st March).				British.	British		FOREIGN		
					Indian.	Austrian.	French.		
				Tons.	Tons.	Tons.	Tons.		
1881-82	{	Foreign	Entered	2,860,186	209,793	57,979	62,578	1	
			Cleared	2,996,491	201,607	54,256	78,265	2	
		Coasting	Entered	4,659,648	491,548	-	-	3	
			Cleared	4,535,278	489,413	-	-	4	
1882-83	{	Foreign	Entered	2,686,523	189,197	69,366	84,732	5	
			Cleared	2,680,247	171,992	68,849	106,352	6	
		Coasting	Entered	5,360,214	586,850	-	-	7	
			Cleared	5,327,417	586,308	-	-	8	
1883-84	{	Foreign	Entered	2,806,426	176,708	65,706	135,062	9	
			Cleared	2,762,250	171,141	64,365	151,521	10	
		Coasting	Entered	5,679,589	549,441	-	-	11	
			Cleared	5,730,481	532,322	-	-	12	
1884-85	{	Foreign	Entered	2,581,353	146,687	69,319	97,003	13	
			Cleared	2,627,613	140,639	67,623	115,036	14	
		Coasting	Entered	5,460,776	401,418	-	-	15	
			Cleared	5,392,932	403,518	-	-	16	
1885-86	{	Foreign	Entered	2,895,603	135,333	71,302	82,339	17	
			Cleared	2,874,566	169,211	66,544	94,496	18	
		Coasting	Entered	5,679,819	360,071	-	-	19	
			Cleared	5,597,135	355,408	-	-	20	
1886-87	{	Foreign	Entered	2,745,162	133,865	89,502	53,802	21	
			Cleared	2,888,614	138,215	93,284	53,591	22	
		Coasting	Entered	6,226,885	216,337	-	-	23	
			Cleared	6,168,305	220,533	-	-	24	
1887-88	{	Foreign	Entered	2,823,712	136,968	101,492	39,557	25	
			Cleared	2,949,035	140,229	102,214	37,735	26	
		Coasting	Entered	7,244,572	238,455	-	-	27	
			Cleared	7,155,753	232,951	-	-	28	
1888-89	{	Foreign	Entered	2,814,877	155,234	87,937	51,923	29	
			Cleared	2,898,135	155,820	92,638	51,915	30	
		Coasting	Entered	7,097,412	232,339	-	-	31	
			Cleared	7,057,540	233,506	-	-	32	
1889-90	{	Foreign	Entered	2,960,551	156,670	90,214	64,490	33	
			Cleared	2,991,705	149,081	91,725	51,914	34	
		Coasting	Entered	7,299,996	409,612	-	-	35	
			Cleared	7,286,092	386,933	-	-	36	
1890-91	{	Foreign	Entered	3,161,765	153,378	87,628	62,121	37	
			Cleared	3,174,670	140,850	77,131	48,593	38	
		Coasting	Entered	8,285,813	404,208	-	-	39	
			Cleared	8,289,116	405,774	-	-	40	
1891-92	{	Foreign	Entered	3,563,678	146,659	81,415	53,973	41	
			Cleared	3,583,354	148,963	84,115	45,800	42	
		Coasting	Entered	8,764,689	383,213	-	-	43	
			Cleared	8,651,826	381,250	-	-	44	
1892-93	{	Foreign	Entered	3,158,225	150,124	88,067	41,998	45	
			Cleared	3,072,646	156,185	89,625	37,196	46	
		Coasting	Entered	8,938,470	426,569	-	-	47	
			Cleared	8,945,144	425,883	-	-	48	
1893-94	{	Foreign	Entered	3,076,277	134,821	112,790	41,981	49	
			Cleared	3,186,479	136,788	109,812	44,249	50	
		Coasting	Entered	9,489,284	448,882	-	-	51	
			Cleared	9,458,586	449,528	-	-	52	
1894-95	{	Foreign	Entered	3,406,540	145,711	107,770	40,174	53	
			Cleared	3,378,303	142,481	110,260	41,308	54	
		Coasting	Entered	9,630,167	498,399	-	-	55	
			Cleared	9,656,279	500,539	-	-	56	
1895-96	{	Foreign	Entered	3,314,415	131,049	113,347	79,285	57	
			Cleared	3,323,827	130,804	124,011	83,203	58	
		Coasting	Entered	9,943,729	533,413	-	-	59	
			Cleared	9,836,059	535,332	-	-	60	
1896-97	{	Foreign	Entered	3,086,971	138,101	133,382	79,677	61	
			Cleared	3,078,271	137,856	106,347	76,722	62	
		Coasting	Entered	9,491,547	483,882	-	-	63	
			Cleared	9,515,204	485,496	-	-	64	
1897-98	{	Foreign	Entered	3,127,061	142,882	127,283	60,741	65	
			Cleared	3,087,527	138,500	138,203	59,672	66	
		Coasting	Entered	9,190,561	393,223	-	-	67	
			Cleared	9,191,433	406,503	-	-	68	
1898-99	{	Foreign	Entered	3,770,391	108,641	119,781	90,315	69	
			Cleared	3,697,915	108,062	144,624	91,772	70	
		Coasting	Entered	9,627,330	430,573	-	-	71	
			Cleared	9,780,187	440,946	-	-	72	

Note.—By "Foreign" is meant shipping engaged in the Foreign Trade, as distinguished from the Coasting Trade.

TABLE, No. 20.

## TRADE (FOREIGN AND COASTING) OF BRITISH INDIA—(II. BY FLAGS).

CERTAIN NATIONALITIES, from 1881-82 to 1898-99. (Years ended 31st March).

NATIONALITIES.					Native.	TOTAL.	GRAND TOTAL Foreign and Coasting Trade.
German.	Italian.	American.	TOTAL.				
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	58,609	116,394	45,574	470,780	91,489	3,632,248	22,547,483
2	53,720	114,249	41,772	449,730	88,810	3,736,638	
3	-	-	-	103,106	2,482,128	7,736,430	
4	-	-	-	90,395	2,327,081	7,442,167	
5	110,882	139,352	43,266	575,527	87,631	3,538,878	24,128,978
6	102,613	142,102	42,186	592,766	88,001	3,533,006	
7	-	-	-	147,844	2,514,625	8,609,533	
8	-	-	-	125,492	2,408,344	8,447,561	
9	79,852	120,292	20,737	565,483	83,688	3,632,305	25,320,098
10	83,229	128,316	31,296	596,539	88,368	3,618,298	
11	-	-	-	183,828	2,669,128	9,081,986	
12	-	-	-	171,034	2,553,672	8,987,509	
13	79,584	69,336	36,270	494,284	68,685	3,291,009	24,055,942
14	81,187	74,568	28,268	513,390	77,119	3,358,761	
15	-	-	-	180,747	2,781,479	8,824,420	
16	-	-	-	168,917	2,616,385	8,581,752	
17	104,453	79,533	28,592	537,480	72,271	3,640,687	25,120,713
18	101,176	85,255	26,644	534,063	76,082	3,653,902	
19	-	-	-	228,408	2,759,724	9,028,022	
20	-	-	-	232,740	2,612,819	8,798,102	
21	131,168	93,055	40,225	559,861	75,784	3,514,672	26,111,977
22	132,611	90,367	27,769	542,864	87,828	3,657,521	
23	-	-	-	207,918	2,898,715	9,549,855	
24	-	-	-	205,312	2,795,779	9,389,929	
25	86,527	98,104	44,044	470,223	83,311	3,514,214	28,502,378
26	95,633	108,134	53,463	498,780	87,207	3,675,251	
27	-	-	-	159,439	3,163,656	10,806,122	
28	-	-	-	163,451	2,954,636	10,506,791	
29	56,147	109,224	20,961	399,104	80,964	3,450,179	27,980,766
30	54,118	105,582	23,889	394,067	85,131	3,533,153	
31	-	-	-	160,625	3,089,476	10,579,852	
32	-	-	-	173,610	2,952,926	10,417,582	
33	93,319	91,557	22,197	456,706	84,254	3,658,181	28,923,868
34	87,677	85,643	21,846	428,598	88,021	3,657,405	
35	-	-	-	160,719	3,005,888	10,876,215	
36	-	-	-	177,778	2,881,264	10,732,067	
37	135,976	80,822	19,134	463,672	84,026	3,862,841	30,978,043
38	117,689	79,054	19,257	421,012	85,581	3,822,113	
39	-	-	-	184,921	2,825,690	11,700,632	
40	-	-	-	215,114	2,682,453	11,592,457	
41	165,766	85,238	15,814	507,944	90,094	4,308,375	32,519,298
42	143,496	82,688	15,100	468,904	81,055	4,282,276	
43	-	-	-	230,931	2,699,700	12,078,533	
44	-	-	-	261,898	2,555,140	11,850,114	
45	203,785	73,541	3,416	507,901	85,946	3,902,196	32,227,753
46	162,155	77,699	11,694	480,806	80,458	3,790,095	
47	-	-	-	239,111	2,656,186	12,260,336	
48	-	-	-	279,524	2,624,575	12,275,126	
49	193,586	61,050	3,438	504,074	82,739	3,797,911	33,219,078
50	166,060	63,829	2,205	468,774	75,934	3,867,975	
51	-	-	-	274,943	2,573,552	12,786,661	
52	-	-	-	311,060	2,547,357	12,766,531	
53	187,624	60,937	8,606	525,233	78,896	4,156,386	34,193,338
54	174,830	58,581	3,550	500,760	77,892	4,099,436	
55	-	-	-	274,912	2,547,110	12,950,588	
56	-	-	-	285,943	2,544,167	12,986,928	
57	224,007	57,245	4,080	601,607	80,968	4,128,039	35,111,350
58	199,746	58,083	4,210	568,093	75,837	4,098,561	
59	-	-	-	323,257	2,728,267	13,528,666	
60	-	-	-	319,511	2,665,182	13,356,084	
61	217,244	48,150	1,172	581,725	77,192	3,883,989	33,162,547
62	193,970	48,705	978	521,341	77,128	3,814,596	
63	-	-	-	361,558	2,398,159	12,725,146	
64	-	-	-	419,752	2,318,364	12,738,816	
65	199,815	51,788	3,030	572,046	75,772	3,917,761	32,209,809
66	192,678	55,604	1,858	565,923	74,919	3,866,869	
67	-	-	-	387,912	2,268,851	12,240,547	
68	-	-	-	376,117	2,210,579	12,184,632	
69	215,217	58,398	2,066	637,849	66,305	4,583,186	34,849,393
70	225,096	58,438	1,320	659,755	66,728	4,532,460	
71	-	-	-	385,524	2,376,140	12,819,567	
72	-	-	-	374,140	2,318,907	12,914,180	

TABLE No. 21.

## PREDOMINANT RATES OF

PREDOMINANT RATES of WAGES paid per MONTH to ABLE SEAMEN shipped on certain  
during each of the

[The Seamen are provided with

PORT.	VOYAGE.	1870.	1880.	1885.	1890.	1892.	1893.	
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## I.—ABLE SEAMEN

		s.	s.	s.	s.	s.	s.	
ENGLAND AND WALES.								
East Coast.								
Newcastle and Shields	West Coast of America - -	50 to 55	50 to 55	55 to 60	70	70	60	1
Middlesbrough - -	East Indies and China - -	- -	- -	- -	- -	- -	- -	2
Bristol Channel.								
	South America - - - -	- -	- -	- -	- -	65 to 70	60	3
	Australia and New Zealand - -	- -	- -	- -	- -	65	60	4
Cardiff - - -	East Indies and China - -	- -	- -	- -	- -	65 to 70	60	5
	Cape, Natal and East Coast of Africa.	- -	- -	- -	- -	- -	60	6
Swansea - - -	West Coast of America - -	- -	- -	- -	- -	- -	- -	7
Other Ports.								
	North America, East Coast -	65	50 to 60	60	70	60	55	8
	West Coast of America - -	50	50	55	68	60	55	9
Liverpool - -	Australia and New Zealand -	50	50	55	60	60	55	10
	East Indies and China - -	50	50	55	60	60	55	11
	North America, East Coast -	55 to 70	50	55	70 to 75	60 to 70	55 to 60	12
	West Coast of America - -	50	50	55	70	60 to 70	55 to 60	13
London - - -	Australia and New Zealand -	50	50	55	70	55 to 70	55 to 60	14
	Cape, Natal, and East Coast of Africa.	50	50 to 55	55	70	60 to 70	- -	15
SCOTLAND.								
Glasgow - - -	Australia and New Zealand -	55	45 to 55	55	70	60 to 70	55	16

## II.—ABLE SEAMEN

		s.	s.	s.	s.	s.	s.	
ENGLAND AND WALES.								
East Coast.								
	North America, East Coast -	70	70	70 to 75	90 to 95	85 to 95	80	17
	South America and West Indies - - -	- -	70	70 to 75	90 to 95	95	90	18
Newcastle and Shields	Mediterranean - - - -	70	70	70 to 75	90 to 95	80 to 95	75 to 80	19
	Baltic - - - -	- -	- -	- -	- -	- -	- -	20
	Running Agreements - -	- -	- -	- -	- -	- -	- -	21
	North America, East Coast -	- -	- -	- -	- -	- -	- -	22
	South America and West Indies -	- -	- -	- -	- -	- -	- -	23
Sunderland - -	Mediterranean - - - -	- -	- -	- -	- -	- -	- -	24
	Running Agreements - -	- -	- -	- -	- -	- -	- -	25
Middlesbrough -	Baltic - - - -	- -	- -	- -	- -	- -	- -	26
	North America, East Coast -	- -	- -	- -	- -	- -	- -	27
Hull - - -	East Indies and China - -	- -	- -	- -	- -	- -	- -	28
	Mediterranean - - - -	- -	- -	- -	- -	- -	- -	29

\* For the years 1895-99 the predominant rates have been compiled by the Board of Trade from monthly returns, furnished by the Superintendents Superintendents of Mercantile Marine.

TABLE No. 21.

WAGES OF ABLE SEAMEN.

Voyages from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS undermentioned years.\*

Food in addition to Wages.]

	1894.	1895.	1896.	1897.	1898.	1899.	VOYAGE.	PORT.
ON SAILING VESSELS.								
1	80	80	80	80	80	85	West Coast of America - -	ENGLAND AND WALES. East Coast. Newcastle and Shields.
2	-	55 to 60.	60	60	55	60	East Indies and China - -	
3	80	55	55	60	60	60	South America and West Indies	Bristol Channel.
4	80	55	55	60	60	60	West Coast of America - -	
5	80	55	55	60	60	60	Australia and New Zealand	Cardiff.
6	-	55	55	60	60	60	East Indies and China - -	
7	-	55	55	60	55 & 60	60	Cape, Natal, and East Coast of Africa.	Swansea.
8	55	55	55	55 & 60	55	60	West Coast of America - -	
9	50 to 55	55	55	55	55	55	North America, East Coast	Other Ports.
10	50 to 55	55	55	55	55	55	West Coast of America - -	
11	55	55	50 & 55	55	55	55	Australia and New Zealand	Liverpool.
12	55	55	55	55	55	60	East Indies and China - -	
13	55	55	55	55	55	60	North America, East Coast	London.
14	55	55	55	55	55	60	West Coast of America - -	
15	-	55	55	55	55	60	Australia and New Zealand	SCOTLAND. Glasgow.
16	55	55	55	55	55	60	Cape, Natal, and East Coast of Africa.	
17	80	80	80	80	85	90	Australia and New Zealand - -	ENGLAND AND WALES. East Coast. Newcastle and Shields.
18	80	80	80	80	85	90	North America, East Coast	
19	80	80	80	80	85	90	South America and West Indies	Sunderland.
20	-	80	80	80	85	90	Mediterranean - - - -	
21	-	80	80	80	85	90	Baltic - - - - -	Middlesbrough.
22	-	80	80	80	85	90	Running Agreements - -	
23	-	80	80	80	85	90	North America, East Coast	Hull.
24	-	80	80	80	85	90	South America and West Indies	
25	-	80	80	80	85	90	Mediterranean - - - -	Hull.
26	-	80	80	80	85	90	Running Agreements - -	
27	-	80	80	80	80	85	Baltic - - - - -	Hull.
28	-	80	80	80	80	85	North America, East Coast	
29	-	80	80	80	80	80	East Indies and China - -	
30	-	80	80	80	80	80	Mediterranean - - - -	

of Mercantile Marine showing the number of engagements at each rate. For previous years the rates are based on annual returns made by the 218.

TABLE No. 21—continued.

## PREDOMINANT RATES OF

PREDOMINANT RATES of WAGES paid per MONTH to ABLE SEAMEN shipped on certain VOYAGES undermentioned

[The Seamen are provided with

PORT.	VOYAGE.	1870.	1880.	1885.	1890.	1892.	1893.	
II.—ABLE SEAMEN								
ENGLAND AND WALES —continued.		s.	s.	s.	s.	s.	s.	
Bristol Channel.								
Bristol - - -	North America, East Coast - - -	- -	70	70	100	95 to 100	75	1
Avonmouth - -	North America, East Coast - - -	- -	- -	- -	- -	- -	- -	2
Newport (Mon.) - -	Mediterranean - - - - -	- -	- -	- -	- -	- -	- -	3
Cardiff - - -	North America, East Coast - - -	- -	- -	- -	- -	80 to 100	70	4
	South America and West Indies - - -	- -	- -	- -	- -	50 to 90	70	5
	East Indies and China - - -	- -	- -	- -	- -	80 to 90	70	6
	Cape, Natal, and East Coast of Africa. - - -	- -	- -	- -	- -	80 to 90	70	7
	Mediterranean - - - - -	- -	- -	- -	- -	80 to 90	70	8
	Baltic - - - - -	- -	- -	- -	- -	- -	- -	9
Swansea - - -	Running Agreements - - -	- -	- -	- -	- -	- -	- -	10
	North America, East Coast - - -	- -	- -	- -	- -	- -	- -	11
	Mediterranean - - - - -	- -	- -	- -	- -	- -	- -	12
Other Ports.								
Liverpool - - -	Running Agreements - - -	- -	- -	- -	- -	- -	- -	13
	North America, East Coast - - -	80	70 to 80	75 to 80	90	90	80	14
	South America - - - - -	60	55 to 60	55 to 60	80	80	70 to 80	15
	East Indies and China - - -	55	55	60	80	80	70	16
	West Coast of Africa - - -	55	50	50	70 to 80	60 to 80	60	17
London - - -	Mediterranean - - - - -	60	55	60	80	70 to 80	70	18
	North America, East Coast - - -	70 to 80	65 to 70	70	90	80 to 90	80	19
	South America and West Indies - - -	60 to 65	65	65 to 70	80 to 85	75 to 80	70	20
	Australia and New Zealand - - -	50	60 to 65	65 to 70	80	70 to 80	70	21
	East Indies and China - - -	60 to 65	60 to 65	65 to 70	80 to 85	70 to 85	70	22
	Cape, Natal, and East Coast of Africa. - - -	- -	70	60 to 70	80	75 to 80	- -	23
	Mediterranean - - - - -	60 to 70	65 to 75	65 to 75	80 to 90	70 to 85	70 to 80	24
	Running Agreements - - -	- -	- -	- -	- -	- -	- -	25
Southampton - -	South America and West Indies - - -	- -	- -	- -	- -	- -	- -	26
	Cape, Natal, and East Coast of Africa. - - -	- -	- -	- -	- -	- -	- -	27
SCOTLAND.								
Glasgow - - -	North America, East Coast - - -	80	70	70	92½	95	80	28
	Mediterranean - - - - -	65	60 to 70	60 to 65	80	80 to 90	70	29
	Running Agreements - - -	- -	- -	- -	- -	- -	- -	30
IRELAND.								
Dublin - - - -	North America, East Coast - - -	- -	- -	- -	- -	- -	- -	31
Belfast - - - -	North America, East Coast - - -	- -	- -	- -	- -	- -	- -	32

\* For the years 1895-9 the predominant rates paid have been compiled by the Board of Trade from monthly returns years the rates are based on annual returns made

TABLE No. 21—*continued*.

## WAGES OF ABLE SEAMEN.

from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS during each of the Years\*—*continued*.

*Food in addition to Wages.*]

	1894.	1895.	1896.	1897.	1898.	1899.	VOYAGE.	PORT.
<b>ON STEAMSHIPS—<i>continued</i>.</b>								
	s.	s.	s.	s.	s.	s.		ENGLAND AND WALES — <i>continued</i> .
1	75	70	70	75	80	80	North America, East Coast	Bristol Channel. Bristol.
2	-	80	80	80	80	90	North America, East Coast	Avonmouth.
3	-	70	70	80	80	90	Mediterranean	Newport (Mon.)
4	70	70	70	80	80	80 & 90†	North America, East Coast	Cardiff.
5	70	70	70	80	80	80 & 90†	South America and West Indies	
6	70	70	70	80	80	90	East Indies and China	
7	70	70	70	80	80	90	Cape, Natal, and East Coast of Africa.	
8	70	70	70	80	80	80 & 90†	Mediterranean	
9	-	70	70	80	80	80	Baltic	Swansea.
10	-	70	70	80	80	80 & 90†	Running Agreements	
11	-	80	80	85	80 & 85	90	North America, East Coast	
12	-	75	75	80	80	90	Mediterranean	Other Ports.
13	-	75	75	80	80	90	Running Agreements	
14	80 to 90	80 & 90	80 & 90	80 & 90	80 & 90	80 & 90	North America, East Coast	
15	70 to 80	70	70	70	70	70	South America and West Indies	
16	70 to 75	70 & 75	75	75	75	75	West Coast of America	
17	60 to 70	60	60	60	60	60	East Indies and China	Liverpool.
18	70	70	70	70	70	70	West Coast of Africa	
19	80	80	80	80	80	90	Mediterranean	
20	70 to 75	70	70	70	70, 75 & 80	80	North America, East Coast	London.
21	70 to 80	70	70	70	70	70 & 80	South America and West Indies	
22	70	70 & 85	70	70	70	80	Australia and New Zealand	
23	75	70 & 80	70 & 80	70 & 80	70 & 80	80	East Indies and China	
24	70 to 75	75	75	75	70, 75 & 80	80 & 85	Cape, Natal, and East Coast of Africa.	
25	-	75 & 80	75 & 80	75 & 80	75 & 80	85 & 90	Mediterranean	Southampton.
26	-	80	80	80	80	80	Running Agreements	
27	-	80	80	80	80	80	South America and West Indies	
28	80	80	80	80	80	80	Cape, Natal, and East Coast of Africa.	SCOTLAND.
29	70	70	70	70	70	80	North America, East Coast	
30	-	70	70	70	70	80	Mediterranean	
31	-	75	75	80	80	90	Running Agreements	IRELAND.
32	-	70	70	80	80	85	North America, East Coast	
								Dublin.
								Belfast.

furnished by the Superintendents of Mercantile Marine, showing the number of engagements at each rate. For previous by the Superintendents of Mercantile Marine.

† In 1899, 90s. was the predominant rate at Barry, and 80s. at Cardiff and Penarth.

TABLE, No. 22.

## PREDOMINANT RATES OF WAGES

PREDOMINANT Rates of WAGES paid per MONTH to FIREMEN and TRIMMERS  
on FOREIGN-GOING STEAMSHIPS during

[The Firemen and Trimmers are provided]

PORT.	VOYAGE.	1895.	1896.	1897.	1898.	1899.
<b>FIREMEN.*</b>						
<b>ENGLAND AND WALES:</b>		<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>
<b>East Coast:</b>						
Newcastle Shields and	North America: East Coast -	80	80	80	85	90
	South America and West Indies -	80	80	80	85	90
	Mediterranean - - - -	80	80	80	85	90
	Baltic - - - - -	80	80	80	85	90
	Running Agreements - - -	80	80	80	85	90
Sunderland -	North America: East Coast -	80	80	80	85	90
	South America and West Indies -	80	80	80	85	90
	Mediterranean - - - -	80	80	80	85	90
	Running Agreements - - -	80	80	80	85	90
Middlesbrough -	Baltic - - - - -	80	80	80	85	90
Hull - - -	North America: East Coast -	85	85	85	85	90
	East Indies and China - - -	85	85	85	85	90
	Mediterranean - - - -	85	85	85	85	85
<b>Bristol Channel:</b>						
Bristol - - -	North America: East Coast -	75	75	80	85	85
Avonmouth - -	North America: East Coast -	85	85	90	90	95
Newport (Mon.) -	Mediterranean - - - -	75	75	80	80	90
Cardiff - - -	North America: East Coast -	75	75	80	80	80 & 90 †
	South America and West Indies -	75	75	80	80	80 & 90 †
	East Indies and China - - -	75	75	80	80	90
	Cape, Natal, and East Coast of Africa -	75	75	80	80	90
	Mediterranean - - - -	75	75	80	80	80 & 90 †
	Baltic - - - - -	75	75	80	80	80
	Running Agreements - - -	75	75	80	80	80 & 90 †
Swansea - - -	North America: East Coast -	80	80 & 90	90	85 & 90	95
	Mediterranean - - - -	80	80	85	85	95
	Running Agreements - - -	80	80	85	85	95
<b>Other Ports:</b>						
Liverpool - -	North America: East Coast -	90 & 100	90 & 100	90 & 100	90 & 100	90 & 100
	South America and West Indies -	80	80	80	80	80
	West Coast of America - - -	80	80	80	80	80
	East Indies and China - - -	80	80	80	80	80
	West Coast of Africa - - -	70	70	70	70	70
	Mediterranean - - - -	80	80	80	80	80

Note.—The Table has been compiled by the Board of Trade from Monthly Returns furnished

\* Many firemen also act as trimmers.

† In 1899, 90s. was the predominant rate at Barry, and 80s. at Cardiff and Penarth.

TABLE No. 22.

## OF FIREMEN AND TRIMMERS.

shipped on certain VOYAGES from the PRINCIPAL PORTS of the UNITED KINGDOM  
each of the undermentioned Years.

*with Food in addition to Wages.]*

PORT.	VOYAGE.	1895.	1896.	1897.	1898.	1899.
<b>Firemen*—continued.</b>						
<b>ENGLAND :</b>						
<b>Other Ports—continued.</b>		<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>
London - - -	North America : East Coast - -	90	90	90	90	100
	South America and West Indies -	80	80	80	80	90
	Australia and New Zealand - -	80	80	80	80	80 & 90
	East Indies and China - - -	80	80	80	80	90
	Cape, Natal, and East Coast of Africa	80 & 90	80 & 90	80 & 90	80 & 90	90
	Mediterranean - - - - -	80	80	80	80	85 & 90
	Running Agreements - - - -	80	80	80	80	90
Southampton - -	South America and West Indies - -	95	95	95	95	95
	Cape, Natal, and East Coast of Africa	95	95	95	95	95
<b>SCOTLAND :</b>						
Glasgow - - -	North America : East Coast - -	80	80	80	80	80
	Mediterranean - - - - -	70	70	75	75	80
	Running Agreements - - - -	70	70	75	75	80
<b>IRELAND :</b>						
Dublin - - -	North America : East Coast - -	80	80	85	85	95
Belfast - - -	North America : East Coast - -	75	75	85	85	90

**TRIMMERS.**

<b>ENGLAND :</b>		<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>
Hull - - -	North America : East Coast - -	80	80	80	80	85
Liverpool - - -	North America : East Coast - -	80 & 90	80 & 90	80 & 90	80 & 90	80 & 90
	South America and West Indies -	70 & 80	70 & 80	70 & 80	70 & 80	70 & 80
	West Coast of America - - -	70	70	70	70	70
	West Coast of Africa - - -	60	60	60	60	60
	Mediterranean - - - - -	65 & 70	65 & 70	65 & 70	65 & 70	65 & 70
London - - -	North America : East Coast - -	80	80	80	80	90
	Australia and New Zealand - -	70	70	70	70	70 & 80
	Cape, Natal, and East Coast of Africa	80	80	80	80	80
Southampton - -	South America and West Indies - -	75	75	75	75	75
	Cape, Natal, and East Coast of Africa	80	80	80	80	80
<b>SCOTLAND :</b>						
Glasgow - - -	North America : East Coast - -	60	60	60	60	60

by the Superintendents of Mercantile Marine, showing the Number of Engagements at each Rate.

TABLE, No. 23 - - - - -

## PAY OF MATES, ENGINEERS, AND PETTY OFFICERS, 1870-99. - -

AVERAGE RATES of WAGES paid to MATES, BOATSWAINS, CARPENTERS, SAILMAKERS, and ENGINEERS  
Islands, of the undermentioned Net Tonnage, based on returns from *London, Liverpool,*  
(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise  
Guarantee Engineers,

		1870.	1880.	1885.	1890.	1895.	1896.	1897.	1898.	1899.
SAILING VESSELS.										
First Mates	Under 500 tons - - - - -	110	120	120	120	120	120	110	110	110
	Of 500 and under 1,000 tons - - -	130	135	138	140	130	130	130	130	125
	Of 1,000 and under 1,500 tons - - -	148	147	147	150	145	145	145	145	135
	Of 1,500 and under 2,000 tons - - -	164	155	161	158	160	155	160	160	150
	Of 2,000 tons and upwards - - - -	165	170	170	170	160	160	160	160	155
Second Mates	Under 500 tons - - - - -	80	84	86	85	80	80	77	77	85
	Of 500 and under 1,000 tons - - -	91	92	93	92	85	85	80	80	85
	Of 1,000 and under 1,500 tons - - -	100	100	105	99	95	95	90	90	100
	Of 1,500 and under 2,000 tons - - -	111	111	107	106	100	100	100	100	100
	Of 2,000 tons and upwards - - - -	120	120	112	111	100	100	100	100	100
Third Mates	Under 500 tons - - - - -	Not generally carried.					75	-	-	-
	Of 500 and under 1,000 tons - - -	60	62	64	61	60	63	60	60	65
	Of 1,000 and under 1,500 tons - - -	63	65	68	72	60	65	60	60	65
	Of 1,500 and under 2,000 tons - - -	74	73	71	75	65	68	65	65	70
	Of 2,000 tons and upwards - - - -	75	75	77	78	70	70	70	70	70
Boatswains	Under 500 tons - - - - -	70	72	74	81	75	75	70	75	75
	Of 500 and under 1,000 tons - - -	79	82	82	87	95	90	85	85	90
	Of 1,000 and under 1,500 tons - - -	78	84	86	94	90	90	80	80	75
	Of 1,500 and under 2,000 tons - - -	88	89	86	95	85	83	83	80	80
	Of 2,000 tons and upwards - - - -	90	90	80	95	83	85	85	85	80
Carpenters	Under 500 tons - - - - -	104	102	95	95	85	95	85	80	85
	Of 500 and under 1,000 tons - - -	104	107	104	110	100	100	100	100	100
	Of 1,000 and under 1,500 tons - - -	111	112	110	113	103	105	105	105	105
	Of 1,500 and under 2,000 tons - - -	112	112	110	119	110	105	105	105	110
	Of 2,000 tons and upwards - - - -	115	116	119	120	117	115	115	110	110
Sailmakers	Under 500 tons - - - - -	60	65	75	79	-	-	-	-	70
	Of 500 and under 1,000 tons - - -	78	85	83	89	70	70	70	70	75
	Of 1,000 and under 1,500 tons - - -	87	87	90	93	90	88	80	85	80
	Of 1,500 and under 2,000 tons - - -	96	90	90	97	90	88	85	85	85
	Of 2,000 tons and upwards - - - -	95	98	96	98	95	90	90	90	85

TABLE, No. 23.

## - PAY OF MATES, ENGINEERS, AND PETTY OFFICERS, 1870-99.

employed in the FOREIGN TRADE upon SAILING and STEAM VESSELS registered in the British *Newcastle, and Shields, Glasgow, Bristol, and (since 1892) Cardiff, Hull, and Southampton.*

stated. Exceptional Rates, such as those paid to Officers on Cable Ships or to are not included).

		1870.	1880.	1885.	1890.	1895.	1896.	1897.	1898.	1899.
STEAM VESSELS.										
		s.	s.	s.	s.	s.	s.	s.	s.	s.
First Mates	Under 500 tons . . . . .	150	150	147	146	145	150	150	150	145
	Of 500 and under 1,000 tons . . . . .	170	168	168	170	165	160	160	160	165
	Of 1,000 and under 1,500 tons . . . . .	200	192	192	183	175	180	170	170	180
	Of 1,500 and under 2,000 tons . . . . .	200	206	200	205	200	200	200	200	190
	Of 2,000 tons and upwards . . . . .	220	230	230	240	235	235	240	240	240
Second Mates	Under 500 tons . . . . .	106	107	107	110	120	110	105	110	110
	Of 500 and under 1,000 tons . . . . .	121	121	120	122	120	120	120	120	120
	Of 1,000 and under 1,500 tons . . . . .	140	126	135	132	130	130	130	130	135
	Of 1,500 and under 2,000 tons . . . . .	150	148	140	144	140	145	140	140	145
	Of 2,000 tons and upwards . . . . .	170	170	161	167	155	160	160	160	165
Third Mates	Under 500 tons . . . . .	Not generally carried.				100	100	100	-	85
	Of 500 and under 1,000 tons . . . . .	94	92	95	94	110	110	110	105	110
	Of 1,000 and under 1,500 tons . . . . .	99	98	96	105	110	110	110	110	110
	Of 1,500 and under 2,000 tons . . . . .	110	110	110	106	110	110	110	110	115
	Of 2,000 tons and upwards . . . . .	120	125	125	130	120	140	140	140	130
Boatswains	Under 500 tons . . . . .	84	82	86	100	80	85	95	90	95
	Of 500 and under 1,000 tons . . . . .	87	87	87	102	90	95	90	90	95
	Of 1,000 and under 1,500 tons . . . . .	88	93	91	105	100	95	100	100	100
	Of 1,500 and under 2,000 tons . . . . .	100	102	95	105	97	95	100	100	100
	Of 2,000 tons and upwards . . . . .	105	106	107	112	110	110	110	110	110
Carpenters	Under 500 tons . . . . .	108	110	108	112	110	110	105	105	105
	Of 500 and under 1,000 tons . . . . .	115	115	111	114	115	115	115	115	120
	Of 1,000 and under 1,500 tons . . . . .	112	115	115	123	120	115	120	120	120
	Of 1,500 and under 2,000 tons . . . . .	120	117	115	123	120	125	120	120	120
	Of 2,000 tons and upwards . . . . .	120	120	126	127	125	125	130	130	135
First Engineers	Under 500 tons (weekly, without provisions) . . . . .	58	62	58	65	66	66	66	64	63
	Of 500 and under 1,000 tons . . . . .	290	311	282	297	270	280	280	280	280
	Of 1,000 and under 1,500 tons . . . . .	290	326	308	315	300	310	300	300	310
	Of 1,500 and under 2,000 tons . . . . .	339	330	328	336	320	320	320	320	325
	Of 2,000 tons and upwards . . . . .	350	372	378	353	360	380	380	380	370
Second Engineers	Under 500 tons (weekly, without provisions) . . . . .	40	43	38	43	44	45	44	45	47
	Of 500 and under 1,000 tons . . . . .	200	216	200	205	195	200	200	200	200
	Of 1,000 and under 1,500 tons . . . . .	218	234	220	223	220	210	210	210	220
	Of 1,500 and under 2,000 tons . . . . .	252	241	236	223	230	230	230	230	240
	Of 2,000 tons and upwards . . . . .	250	289	290	255	250	260	270	270	265
Third Engineers	Under 500 tons (weekly, without provisions) . . . . .	-	-	-	36	-	-	-	30	-
	Of 500 and under 1,000 tons . . . . .	129	156	127	144	130	155	140	135	135
	Of 1,000 and under 1,500 tons . . . . .	170	163	150	157	155	160	155	155	150
	Of 1,500 and under 2,000 tons . . . . .	200	197	172	171	160	160	160	160	165
	Of 2,000 tons and upwards . . . . .	205	224	226	187	190	190	190	190	205

TABLE, No. 24 - - - - -

## PAY OF MATES, ENGINEERS AND PETTY OFFICERS, 1898 AND 1899. - - - - -

AVERAGE RATES of WAGES paid to MATES, BOATSWAINS, CARPENTERS, SAILMAKERS, and ENGINEERS on returns from London, Liverpool, Newcastle and Shields, Glasgow,  
(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional

VOYAGE. AND CLASS OF VESSEL.	First Mates.						Second Mates.					
	1898.			1899.			1898.			1899.		
	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.

(I).—GROUPED ACCORDING

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
ON SAILING VESSELS.												
North America : East Coast - -	180	100	145	180	105	140	120	70	100	120	80	95
South America and West Indies -	180	100	140	160	100	140	120	65	90	110	80	90
Australia and New Zealand - -	200	110	155	200	120	145	120	75	100	120	80	100
East Indies and China - - -	180	120	160	180	180	160	120	80	100	120	80	100
Cape, Natal, and East Coast of Africa	180	105	145	180	105	145	105	65	100	110	70	95
Mediterranean - - - - -	120	80	105	160	100	105	-	-	-	100	100	100
West Coast of America - - -	200	120	150	200	120	140	120	70	95	140	70	95
West Coast of Africa - - -	160	110	110	140	100	115	100	80	80	100	80	90
ON CARGO STEAMERS.												
North America : East Coast - -	300	160	215	300	140	220	260	100	160	280	100	155
South America and West Indies -	280	160	190	300	160	200	220	110	140	220	115	150
Australia and New Zealand - -	240	180	210	260	180	225	180	120	150	220	180	170
East Indies and China - - -	300	160	225	260	160	230	200	100	150	220	100	160
Cape, Natal, and East Coast of Africa	270	140	185	280	160	200	160	100	130	220	100	135
Mediterranean - - - - -	260	140	170	260	100	170	200	100	130	200	100	130
West Coast of America - - -	240	200	200	240	200	205	160	140	160	180	95	100
West Coast of Africa - - -	240	160	190	240	160	180	160	120	140	200	120	140
ON PASSENGER STEAMERS.												
North America : East Coast - -	400	180	275	400	180	270	300	130	185	300	130	205
South America and West Indies -	400	180	245	300	180	240	200	120	165	240	120	160
Australia and New Zealand - -	375	200	270	375	200	260	240	110	185	220	140	190
East Indies and China - - -	333/4	180	240	340	180	255	216/8	130	180	220	130	195
Cape, Natal, and East Coast of Africa	340	200	285	400	185	270	240	130	200	260	130	190
Mediterranean - - - - -	280	160	180	260	160	175	220	120	140	200	120	130
West Coast of America - - -	300	220	240	240	240	240	200	160	180	180	160	180
West Coast of Africa - - -	240	220	220	240	160	240	160	160	160	160	120	160

(II).—GROUPED ACCORDING

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
ON SAILING VESSELS.												
Under 500 tons - - - - -	150	80	110	150	80	110	100	65	77	110	70	85
Of 500 and under 1,000 tons - -	160	110	130	160	120	125	100	70	80	110	70	85
Of 1,000 and under 1,500 tons - -	170	120	145	170	120	135	110	77/8	90	120	80	100
Of 1,500 and under 2,000 tons - -	200	130	160	200	130	155	120	65	100	120	80	100
Of 2,000 tons and upwards - -	200	135	160	180	125	150	120	80	100	140	85	100
ON STEAMERS.												
Under 500 tons (weekly, without provisions).	54	30	44	56/8	30	42	40	30	37	42/8	30	36
Of 500 and under 1,000 tons - -	220	150	160	260	140	165	160	100	120	200	80	120
Of 1,000 and under 1,500 tons - -	280	140	170	300	100	180	220	100	130	220	100	135
Of 1,500 and under 2,000 tons - -	400	150	200	280	160	190	200	100	140	220	95	145
Of 2,000 tons and upwards - -	400	150	240	400	160	240	300	100	160	300	110	165

TABLE, No. 24.

PAY OF MATES, ENGINEERS AND PETTY OFFICERS, 1898 AND 1899.

employed in the FOREIGN TRADE upon Sailing and Steam Vessels registered in the British Islands, based Bristol, Cardiff, Hull, and Southampton, in the Years 1898 and 1899.  
Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included).

Third Mates.						Boatswains.						VOYAGE AND CLASS OF VESSEL.
1898.			1899.			1898.			1899.			
Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	
TO VOYAGE.												
s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	ON SAILING VESSELS.
80	60	90	85	60	65	120	70	90	110	65	85	North America : East Coast.
90	60	65	77½	60	70	105	60	85	100	65	85	South America and West Indies.
85	55	65	85	55	70	120	60	80	120	60	80	Australia and New Zealand.
80	55	60	80	55	60	120	60	80	95	65	80	East Indies and China.
70	55	65	80	60	70	116	60	80	120	65	80	Cape, Natal, and East Coast of Africa.
-	-	-	-	-	-	90	70	80	90	70	80	Mediterranean.
80	55	70	85	40	70	100	65	75	100	65	80	West Coast of America.
-	-	-	-	-	-	80	75	75	80	70	75	West Coast of Africa.
ON CARGO STEAMERS.												
220	80	125	220	80	130	120	70	100	140	85	100	North America : East Coast.
160	80	115	160	60	120	120	70	100	120	80	100	South America and West Indies.
140	90	120	160	100	140	120	85	110	120	90	115	Australia and New Zealand.
150	80	120	160	85	130	120	75	110	120	90	105	East Indies and China.
120	90	100	180	100	110	120	80	85	200	80	100	Cape, Natal, and East Coast of Africa.
140	65	110	140	70	115	120	70	95	120	55	100	Mediterranean.
130	110	120	160	100	125	105	90	100	105	100	100	West Coast of America.
125	100	115	160	110	115	110	80	100	180	80	100	West Coast of Africa.
ON PASSENGER STEAMERS.												
250	100	185	250	95	180	150	90	110	160	90	120	North America : East Coast.
160	90	125	220	90	120	120	80	105	140	100	110	South America and West Indies.
180	90	160	160	90	160	150	95	125	150	95	180	Australia and New Zealand.
180	100	140	160	100	155	180	100	115	180	100	180	East Indies and China.
160	100	160	230	90	145	180	100	120	150	90	120	Cape, Natal, and East Coast of Africa.
160	100	105	160	100	105	140	85	100	140	95	100	Mediterranean.
160	120	160	160	110	160	150	95	125	125	95	125	West Coast of America.
120	120	120	120	100	120	90	90	90	90	80	80	West Coast of Africa.
TO TONNAGE OF VESSEL.												
s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	ON SAILING VESSELS.
-	-	-	-	-	-	90	60	75	100	55	75	Under 500 tons.
80	55	60	80	60	65	105	60	85	105	70	90	Of 500 and under 1,000 tons.
80	55	60	80	55	65	120	60	80	110	60	75	Of 1,000 and under 1,500 tons.
85	55	65	85	40	70	120	50	80	120	65	80	Of 1,500 and under 2,000 tons.
90	55	70	85	60	70	130	60	85	90	65	80	Of 2,000 tons and upwards.
ON STEAMERS.												
-	-	-	-	-	-	37½	28	32	90	30	32½	Under 500 tons (weekly, without provisions).
140	80	105	180	80	110	120	70	90	200	75	95	Of 500 and under 1,000 tons.
160	70	110	200	60	110	140	70	100	140	60	100	Of 1,000 and under 1,500 tons.
160	65	110	160	80	115	160	70	100	180	55	100	Of 1,500 and under 2,000 tons.
250	85	140	250	80	130	150	75	110	160	80	110	Of 2,000 tons and upwards.

TABLE, No. 24—continued

## PAY OF MATES, ENGINEERS, AND PETTY OFFICERS, 1898 AND 1899—continued

Average Rates of Wages paid to Mates, Boatswains, Carpenters, Sailmakers, and Engineers employed  
(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional

VOYAGE AND CLASS OF VESSEL.	Carpenters.						Sailmakers.					
	1898.			1899.			1898.			1899.		
	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.
(I.) GROUPED AC-												
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast - -	180	65	100	180	70	105	100	65	80	100	65	90
South America and West Indies -	120	65	100	180	75	100	100	55	70	90	65	80
Australia and New Zealand - -	140	55	110	140	80	105	105	50	90	105	57½	90
East Indies and China - - -	125	85	105	135	90	110	120	60	90	120	65	95
Cape, Natal, and East Coast of Africa	120	70	105	120	65	100	120	60	80	125	65	80
Mediterranean - - - - -	-	-	-	110	110	110	-	-	-	100	100	100
West Coast of America - - -	125	70	100	180	80	105	100	55	70	110	60	85
West Coast of Africa - - -	-	-	-	120	100	115	-	-	-	-	-	-
ON CARGO STEAMERS.												
North America : East Coast - -	150	72	125	160	90	125	-	-	-	-	-	-
South America and West Indies -	140	95	120	160	100	120	-	-	-	-	-	-
Australia and New Zealand - -	140	100	120	140	120	130	-	-	-	-	-	-
East Indies and China - - -	160	100	125	140	100	180	-	-	-	-	-	-
Cape, Natal, and East Coast of Africa	140	105	120	160	110	120	-	-	-	-	-	-
Mediterranean - - - - -	140	72	120	150	60	120	-	-	-	-	-	-
West Coast of America - - -	120	120	120	140	120	125	-	-	-	-	-	-
West Coast of Africa - - -	160	90	120	180	90	120	-	-	-	-	-	-
ON PASSENGER STEAMERS.												
North America : East Coast - -	160	90	150	180	120	150	-	-	-	-	-	-
South America and West Indies -	160	100	125	160	120	125	-	-	-	-	-	-
Australia and New Zealand - -	180	115	140	180	120	150	100	100	100	-	-	-
East Indies and China - - -	150	100	140	150	120	140	-	-	-	-	-	-
Cape, Natal, and East Coast of Africa	150	120	120	170	120	145	-	-	-	-	-	-
Mediterranean - - - - -	150	100	120	150	110	125	-	-	-	-	-	-
West Coast of America - - -	155	120	155	155	110	155	-	-	-	-	-	-
West Coast of Africa - - -	120	170	120	180	120	120	-	-	-	-	-	-
(II.) GROUPED ACCORDING												
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons - - - - -	100	70	80	120	65	85	-	-	-	70	70	70
Of 500 and under 1,000 tons - -	120	55	100	120	70	100	100	50	70	100	57½	75
Of 1,000 and under 1,500 tons - -	125	68	105	120	70	105	120	60	85	105	60	80
Of 1,500 and under 2,000 tons - -	140	80	105	140	60	110	120	60	85	120	65	85
Of 2,000 tons and upwards - - -	140	90	110	135	80	110	115	65	90	125	65	85
ON STEAMERS.												
Under 500 tons (weekly, without provisions) - - - - -	31½	31½	31½	35	32	35	-	-	-	-	-	-
Of 500 and under 1,000 tons - -	120	80	115	120	90	120	-	-	-	-	-	-
Of 1,000 and under 1,500 tons - -	150	90	120	160	60	120	-	-	-	-	-	-
Of 1,500 and under 2,000 tons - -	160	72	120	160	72	120	-	-	-	-	-	-
Of 2,000 tons and upwards - - -	180	100	130	180	90	135	100	100	100	-	-	-

TABLE, No. 24—continued.

## PAY OF MATES, ENGINEERS, AND PETTY OFFICERS, 1898 AND 1899—continued.

in the Foreign Trade upon Sailing and Steam Vessels registered in the British Islands, &c.—continued.

Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included).

First Engineers.						Second Engineers.						VOYAGE AND CLASS OF VESSEL.
1898.			1899.			1898.			1899.			
Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	
CORDING TO VOYAGE.												
s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	ON SAILING VESSELS.
-	-	-	-	-	-	-	-	-	-	-	-	North America : East Coast.
-	-	-	-	-	-	-	-	-	-	-	-	South America and West Indies.
-	-	-	-	-	-	-	-	-	-	-	-	Australia and New Zealand.
-	-	-	-	-	-	-	-	-	-	-	-	East Indies and China.
-	-	-	-	-	-	-	-	-	-	-	-	Cape,Natal, and East Coast of Africa.
-	-	-	-	-	-	-	-	-	-	-	-	Mediterranean.
-	-	-	-	-	-	-	-	-	-	-	-	West Coast of America.
-	-	-	-	-	-	-	-	-	-	-	-	West Coast of Africa.
ON CARGO STEAMERS.												
440	240	340	400	240	335	300	180	250	300	130	250	North America : East Coast.
380	240	320	380	180	320	300	180	240	320	180	240	South America and West Indies.
500	320	360	416	340	360	280	200	245	300	210	270	Australia and New Zealand.
500	300	345	480	300	340	360	200	240	300	165	245	East Indies and China.
450	290	380	500	260	360	270	190	225	280	180	235	Cape,Natal, and East Coast of Africa.
400	220	295	400	220	290	300	135	210	280	135	210	Mediterranean.
380	320	340	400	320	340	245	240	240	280	160	230	West Coast of America.
350	270	325	400	270	320	247½	180	230	280	180	240	West Coast of Africa.
ON PASSENGER STEAMERS.												
600	300	340	700	300	340	400	200	280	400	220	280	North America : East Coast.
500	300	365	480	300	360	320	220	245	320	220	240	South America and West Indies.
666⅔	320	390	666⅔	360	480	320	210	280	320	240	300	Australia and New Zealand.
583¼	320	400	583¼	360	480	300	220	260	300	240	290	East Indies and China.
500	320	425	600	320	385	300	210	265	360	220	255	Cape,Natal, and East Coast of Africa.
500	240	305	500	240	290	320	180	210	320	200	220	Mediterranean.
400	260	400	400	360	406	300	220	300	300	240	300	West Coast of America.
360	320	320	400	320	320	240	240	240	240	240	240	West Coast of Africa.
TO TONNAGE OF VESSEL.												
s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	ON SAILING VESSELS.
-	-	-	-	-	-	-	-	-	-	-	-	Under 500 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 500 and under 1,000 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 1,000 and under 1,500 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 1,500 and under 2,000 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 2,000 tons and upwards.
ON STEAMERS.												
80	45	64	80	38½	63	52½	30	45	55	30	47	Under 500 tons (weekly, without provisions).
360	220	280	500	230	280	240	150	200	280	150	200	Of 500 and under 1,000 tons.
500	220	300	400	240	310	320	180	210	320	140	320	Of 1,000 and under 1,500 tons.
500	240	320	400	240	325	320	180	230	300	180	240	Of 1,500 and under 2,000 tons.
666⅔	260	380	700	280	370	400	200	270	400	160	265	Of 2,000 tons and upwards.

TABLE, No. 24—continued.

## PAY OF MATES, ENGINEERS AND PETTY OFFICERS, 1898 and 1899—continued.

AVERAGE Rates of Wages paid to Mates, Boatswains, Carpenters, Sailmakers and Engineers employed in the Foreign Trade upon Sailing and Steam Vessels registered in the British Islands, &c.—continued.

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included.)

VOYAGE AND CLASS OF VESSEL.	Third Engineers.					
	1898.			1899.		
	Maximum.	Minimum.	Predominant Rate.	Maximum.	Minimum.	Predominant Rate.
(I.)—GROUPED ACCORDING TO VOYAGE.						
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.
North America: East Coast - - - - -	-	-	-	-	-	-
South America and West Indies - - - - -	-	-	-	-	-	-
Australia and New Zealand - - - - -	-	-	-	-	-	-
East Indies and China - - - - -	-	-	-	-	-	-
Cape, Natal, and East Coast of Africa - - - - -	-	-	-	-	-	-
Mediterranean - - - - -	-	-	-	-	-	-
West Coast of America - - - - -	-	-	-	-	-	-
West Coast of Africa - - - - -	-	-	-	-	-	-
ON CARGO STEAMERS.						
North America: East Coast - - - - -	240	100	180	240	120	185
South America and West Indies - - - - -	200	120	100	200	120	170
Australia and New Zealand - - - - -	230	140	185	220	100	200
East Indies and China - - - - -	280	120	160	220	100	180
Cape, Natal, and East Coast of Africa - - - - -	180	120	100	220	120	170
Mediterranean - - - - -	240	100	125	200	95	140
West Coast of America - - - - -	200	165	180	220	100	170
West Coast of Africa - - - - -	240	120	100	200	120	155
ON PASSENGER STEAMERS.						
North America: East Coast - - - - -	340	150	200	340	140	195
South America and West Indies - - - - -	240	100	195	200	100	195
Australia and New Zealand - - - - -	200	150	220	200	180	245
East Indies and China - - - - -	250	150	215	250	100	225
Cape, Natal, and East Coast of Africa - - - - -	240	150	220	340	160	200
Mediterranean - - - - -	240	100	170	240	100	170
West Coast of America - - - - -	220	100	220	220	180	220
West Coast of Africa - - - - -	180	180	180	180	180	180
(II.)—GROUPED ACCORDING TO TONNAGE OF VESSEL.						
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.
Under 500 tons - - - - -	-	-	-	-	-	-
Of 500 and under 1,000 tons - - - - -	-	-	-	-	-	-
Of 1,000 and under 1,500 tons - - - - -	-	-	-	-	-	-
Of 1,500 and under 2,000 tons - - - - -	-	-	-	-	-	-
Of 2,000 tons and upwards - - - - -	-	-	-	-	-	-
ON STEAMERS.						
Under 500 tons (weekly, without provisions) - - - - -	42/8	30	30	-	-	-
Of 500 and under 1,000 tons - - - - -	240	90	185	220	100	135
Of 1,000 and under 1,500 tons - - - - -	240	110	155	240	100	150
Of 1,500 and under 2,000 tons - - - - -	240	120	160	250	95	165
Of 2,000 tons and upwards - - - - -	340	100	190	340	100	205

TABLE, No. 25.

## APPRENTICES.

NUMBER OF APPRENTICES' INDENTURES Enrolled, and the Number Cancelled in each  
Year from 1845 to 1899.

YEARS.	Number Enrolled under Part II. of the Merchant Shipping Act (Trading).	Number Enrolled under Part IV. of the Merchant Shipping Act (Fishing).	Total Enrolled during the Year.	Cancellations, Deaths, and Expirations.	Total Number of Indentures in Existence.
1845 - - -	15,704	—	15,704	7,412	—
1846 - - -	10,376	—	10,376	6,928	—
1847 - - -	11,521	—	11,521	7,041	—
1848 - - -	11,440	—	11,440	7,762	—
1849 - - -	9,659	—	9,659	10,540	—
1850 - - -	5,055	—	5,055	10,270	—
1851 - - -	5,275	—	5,275	10,597	—
1852 - - -	5,845	—	5,845	10,487	—
1853 - - -	6,828	—	6,828	9,333	—
1854 - - -	7,935	—	7,935	5,682	—
1855 - - -	7,461	—	7,461	5,712	—
1856 - - -	7,410	—	7,410	6,084	—
1857 - - -	6,850	—	6,850	7,092	—
1858 - - -	5,578	—	5,578	7,676	—
1859 - - -	5,773	—	5,773	7,755	—
1860 - - -	5,616	—	5,616	7,404	—
1861 - - -	5,836	—	5,836	6,650	—
1862 - - -	5,880	—	5,880	5,588	—
1863 - - -	5,636	—	5,636	5,807	—
1864 - - -	5,520	—	5,520	5,925	—
1865 - - -	5,638	—	5,638	5,529	—
1866 - - -	5,454	—	5,454	5,705	—
1867 - - -	5,444	—	5,444	5,611	—
1868 - - -	4,975	—	4,975	5,754	—
1869 - - -	4,613	—	4,613	5,553	—
1870 - - -	4,241	—	4,241	5,495	18,303
1871 - - -	4,111	—	4,111	5,322	17,092
1872 - - -	4,360	—	4,360	4,913	16,539
1873 - - -	4,054	—	4,054	4,769	15,815
1874 - - -	4,455	—	4,455	4,448	15,812
1875 - - -	4,397	—	4,397	4,205	16,004
1876 - - -	4,740	—	4,740	4,233	16,511
1877 - - -	4,488	—	4,488	4,278	16,721
1878 - - -	4,155	—	4,155	4,775	16,101
1879 - - -	3,789	—	3,789	4,379	15,511
1880 - - -	3,501	—	3,501	4,345	14,667
1881 - - -	2,923	—	2,923	4,175	13,415
1882 - - -	2,992	—	2,992	3,890	12,517
1883 - - -	1,972	552	2,524	3,592	11,449
1884 - - -	1,997	653	2,650	3,321	10,778
1885 - - -	1,986	518	2,504	2,845	10,437
1886 - - -	1,766	639	2,405	2,852	9,990
1887 - - -	1,864	565	2,429	2,638	9,781
1888 - - -	1,853	561	2,414	2,699	9,496
1889 - - -	1,723	518	2,241	2,725	9,012
1890 - - -	1,749	418	2,167	2,529	8,650
1891 - - -	1,847	339	2,186	2,229	8,607
1892 - - -	1,821	375	2,196	2,165	8,638
1893 - - -	1,752	402	2,154	2,202	8,590
1894 - - -	1,861	303	2,164	2,299	8,455
1895 - - -	1,636	232	1,868	2,305	8,015
1896 - - -	1,321	214	1,535	2,273	7,280
1897 - - -	1,302	216	1,518	1,923	6,875
1898 - - -	1,336	223	1,559	2,037	6,397
1899 - - -	1,203	151	1,354	1,822	5,929

TABLE, No. 26.

## PERSONS EMPLOYED—(BRITISH AND FOREIGN).

NUMBER of PERSONS, distinguishing BRITISH and FOREIGN, employed in VESSELS (registered under Part I. of the Merchant Shipping Act, 1894\*) belonging to the UNITED KINGDOM, ISLE OF MAN,† and CHANNEL ISLANDS (exclusive of Vessels employed on Rivers and in Inland Navigation), which were returned as employed in the Home and Foreign Trades, showing the proportion of Foreigners to every 100 British Subjects in each Year from 1854 to 1899.

Y E A R S.	Number of British Persons Employed.	Number of Foreign Persons Employed.	Total Number of Persons Employed.	Proportion of Foreigners to every 100 British Subjects Employed.
Exclusive of Masters.				
1854 - - -	149,215	13,200	162,415	8·8
1855 - - -	155,610	12,927	168,537	8·3
1856 - - -	160,597	13,321	173,918	8·3
1857 - - -	162,012	14,375	176,387	8·9
1858 - - -	165,498	12,334	177,832	7·4
1859 - - -	160,210	12,296	172,506	7·6
1860 - - -	157,312	14,280	171,592	9·0
1861 - - -	- Not separated -	-	171,957	-
1862 - - -	157,767	16,096	173,863	10·2
1863 - - -	165,794	18,933	184,727	11·4
1864 - - -	173,833	21,923	195,756	12·6
1865 - - -	177,363	20,280	197,643	11·4
1866 - - -	- Not separated -	-	196,371	-
1867 - - -	174,523	21,817	196,340	12·5
1868 - - -	177,239	20,263	197,502	11·4
1869 - - -	175,332	20,158	195,490	11·4
1870 - - -	177,951	18,011	195,962	10·1
1871 - - -	181,973	17,765	199,738	9·76
1872 - - -	183,129	20,591	203,720	11·24
1873 - - -	182,399	19,840	202,239	10·87
1874 - - -	182,687	20,919	203,606	11·45
1875 - - -	178,994	20,673	199,667	11·55
1876 - - -	177,727	20,911	198,638	11·76
1877 - - -	173,926	22,636	196,562	13·01
1878 - - -	172,242	23,343	195,585	13·55
1879 - - -	169,145	24,403	193,548	14·43
1880 - - -	169,692	23,280	192,972	13·72
1881 - - -	168,098	24,805	192,903	14·76
1882 - - -	169,920	26,017	195,937	15·31
1883 - - -	172,414	28,313	200,727	16·42
1884 - - -	171,871	27,783	199,654	16·17
1885 - - -	171,585	27,196	198,781	15·85
1886 - - -	162,614	25,183	†187,797	15·49
1887 - - -	160,912	24,046	†184,958	14·94
Inclusive of Masters.				
1888 - - -	179,969	25,277	†205,246	14·05
1889 - - -	183,473	26,841	†210,314	14·63
1890 - - -	186,147	27,227	†213,374	14·63
1891 - - -	186,176	30,267	†216,443	16·26
1892 - - -	185,437	30,899	†216,336	16·66
1893 - - -	186,628	29,549	†216,177	15·83
1894 - - -	183,233	31,050	†214,283	16·95
1895 - - -	180,074	32,335	†212,409	17·96
1896 - - -	178,994	33,046	†212,040	18·46
1897 - - -	175,549	33,898	†209,447	19·31
1898 - - -	174,980	35,308	†210,288	20·18
1899 - - -	174,266	36,064	†210,330	20·69

*Note.*—Masters were included for the first time in the year 1888.

\* Prior to 1895 the vessels were registered under the Merchant Shipping Acts, 1854 to 1889, which Acts have now been repealed and their provisions re-enacted in the Merchant Shipping Act, 1894.

† Prior to 1892 only such Foreign-going vessels belonging to the Isle of Man for which crews were engaged at Ports in the United Kingdom are included.

‡ Lascars and Asiatics under Asiatic articles of agreement were almost entirely excluded from the above Table previous to 1886, their numbers having been only exceptionally recorded before that year. The total number of persons employed, including such Lascars and Asiatics, was, in 1886, 204,470, in 1887, 202,543, in 1888, 223,673, in 1889, 230,263, in 1890, 236,108, in 1891, 240,480, in 1892, 241,735, in 1893, 240,974, in 1894, 240,458, in 1895, 240,486, in 1896, 242,039, in 1897, 240,931, in 1898, 242,553, and in 1899, 244,135.

TABLE, No. 27.

## PERSONS EMPLOYED—(PROPORTIONS PER 100 TONS).

STATEMENT showing the TONNAGE of SAILING and STEAM VESSELS (registered under Part I. of the Merchant Shipping Act, 1894\*) belonging to the UNITED KINGDOM, ISLE OF MAN,† and CHANNEL ISLANDS (exclusive of Vessels Employed on Rivers, and in Inland Navigation), which were returned as Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades respectively, in each of the Years 1854, 1860, 1870, 1875, 1880, 1885, 1890, and 1895-99; also the Number of Persons Employed therein, with the Proportion of Persons to every 100 Tons in each Trade and Class of Vessel, Masters not being included previous to the Year 1888.

TRADES IN WHICH EMPLOYED.	Years.	SAILING VESSELS.			STEAM VESSELS.			TOTAL.		
		Tons.	Persons Employed	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.
In the Home Trade	1854	684,712	34,510	4·97	54,002	3,840	7·11	748,714	38,350	5·12
	1860	821,079	39,163	4·77	92,254	6,416	6·95	913,333	45,579	4·99
	1870	766,742	40,265	5·25	170,746	11,445	6·70	937,488	51,710	5·51
	1875	715,950	37,401	5·22	231,722	13,479	5·82	947,672	50,880	5·37
	1880	693,501	35,839	5·17	236,358	14,088	5·96	929,859	49,927	5·37
	1885	657,717	34,124	5·19	300,598	18,082	6·02	958,315	52,206	5·45
	1890	575,147	\$37,618	\$6·54	325,082	\$22,850	\$7·03	900,229	\$60,468	\$6·72
	1895	479,764	\$31,757	\$6·62	406,477	\$30,424	\$7·48	886,241	\$62,181	\$7·02
	1896	449,192	\$30,148	\$6·71	421,404	\$31,800	\$7·55	870,596	\$61,948	\$7·12
	1897	434,125	\$28,866	\$6·65	432,839	\$33,759	\$7·80	866,964	\$62,625	\$7·22
	1898	407,626	\$26,989	\$6·62	438,382	\$35,682	\$8·14	846,008	\$62,671	\$7·41
	1899	397,177	\$25,600	\$6·45	476,449	\$37,893	\$7·95	873,626	\$63,493	\$7·27
Partly in the Home and partly in the Foreign Trade	1854	202,124	8,099	4·01	19,135	1,328	6·94	221,259	9,427	4·26
	1860	226,556	8,700	3·84	29,803	1,731	5·80	256,359	10,431	4·07
	1870	283,682	9,988	3·52	108,813	4,221	3·87	392,495	14,209	3·62
	1875	205,352	7,510	3·66	145,308	5,582	3·84	350,660	13,092	3·73
	1880	132,534	4,989	3·76	68,598	2,700	3·94	201,132	7,689	3·82
	1885	67,753	2,606	3·85	86,104	3,248	3·77	153,857	5,854	3·80
	1890	50,991	\$2,219	\$4·35	133,563	\$4,386	\$3·28	184,554	\$6,605	\$3·58
	1895	26,721	\$1,210	\$4·53	238,633	\$6,444	\$2·70	265,354	\$7,654	\$2·88
	1896	24,640	\$1,156	\$4·69	232,297	\$6,003	\$2·58	256,937	\$7,159	\$2·79
	1897	22,645	\$1,022	\$4·51	256,223	\$6,584	\$2·57	278,868	\$7,606	\$2·73
	1898	26,174	\$1,115	\$4·26	265,144	\$6,722	\$2·54	291,318	\$7,837	\$2·69
	1899	20,250	\$960	\$4·74	308,898	\$7,834	\$2·54	329,148	\$8,794	\$2·67
In the Foreign Trade	1854	2,619,620	103,913	3·97	139,500	10,726	7·69	2,759,120	114,639	4·15
	1860	2,804,610	97,624	3·48	277,437	17,958	6·47	3,082,047	115,582	3·75
	1870	3,468,717	96,954	2·79	760,410	33,089	4·35	4,229,127	130,043	3·07
	1875	3,123,202	81,329	2·60	1,470,158	54,366	3·70	4,593,360	135,695	2·95
	1880	2,924,407	67,840	2·32	2,289,179	67,516	2·95	5,213,586	135,356	2·60
	1885	2,594,093	54,238	2·09	3,502,898	86,483	2·47	6,096,991	140,721	2·31
	1890	2,267,434	\$44,381	\$1·96	4,563,119	\$124,654	\$2·73	6,830,553	\$169,035	\$2·47
	1895	2,230,285	\$38,639	\$1·73	5,479,968	\$132,012	\$2·41	7,710,253	\$170,651	\$2·21
	1896	2,144,235	\$36,903	\$1·72	5,661,572	\$136,029	\$2·43	7,805,807	\$172,932	\$2·22
	1897	2,016,247	\$34,027	\$1·69	5,763,734	\$136,673	\$2·37	7,779,981	\$170,700	\$2·19
	1898	1,878,896	\$31,063	\$1·65	6,064,506	\$140,982	\$2·32	7,943,402	\$172,045	\$2·17
	1899	1,700,548	\$27,773	\$1·63	6,343,312	\$144,075	\$2·27	8,043,860	\$171,848	\$2·14
TOTAL	1854	3,516,456	146,522	4·17	212,637	15,894	7·47	3,729,093	162,416	4·36
	1860	3,852,245	145,487	3·77	399,494	26,105	6·53	4,251,739	171,592	4·03
	1870	4,519,141	147,207	3·25	1,039,969	48,755	4·67	5,559,110	195,962	3·52
	1875	4,044,504	126,240	3·12	1,847,188	73,427	3·98	5,891,692	199,667	3·39
	1880	3,750,442	108,668	2·90	2,594,135	84,304	3·25	6,344,577	192,972	3·04
	1885	3,319,563	90,968	2·74	3,889,600	107,813	2·77	7,209,163	198,781	2·76
	1890	2,893,572	\$84,218	\$2·91	5,021,764	\$151,890	\$3·02	7,915,336	\$236,108	\$2·98
	1895	2,736,770	\$71,606	\$2·62	6,125,078	\$168,880	\$2·76	8,861,848	\$240,486	\$2·71
	1896	2,618,067	\$68,207	\$2·61	6,315,273	\$173,832	\$2·75	8,933,340	\$242,039	\$2·71
	1897	2,473,017	\$63,915	\$2·58	6,452,796	\$177,016	\$2·74	8,925,813	\$240,931	\$2·70
	1898	2,312,696	\$59,167	\$2·56	6,768,032	\$183,386	\$2·71	9,080,728	\$242,553	\$2·67
	1899	2,117,975	\$54,333	\$2·57	7,128,659	\$189,802	\$2·66	9,246,634	\$244,135	\$2·64

\* Prior to 1895 the vessels were registered under the Merchant Shipping Act, 1854 to 1889, which Acts have now been repealed and their provisions re-enacted in the Merchant Shipping Act, 1894.

† Prior to 1892 only such Foreign-going vessels belonging to the Isle of Man for which crews were engaged at ports in the United Kingdom are included.

‡ Including Lascars and Asiatics under Asiatic Articles of Agreement. See note to previous Table.

§ The number of persons employed in 1890, 1895, 1896, 1897, 1898, and 1899, and the proportion per 100 tons, includes masters as well as Lascars and Asiatics. If masters were omitted, as in previous years, the approximate proportion would be—

	Years.	In the Home Trade.	Partly in the Home and partly in the Foreign Trade.	In the Foreign Trade.	Total.
Sailing Vessels	1890	4·99	3·60	1·86	2·51
	1895	5·06	3·70	1·65	2·27
	1896	5·13	3·80	1·64	2·26
	1897	5·07	3·71	1·61	2·24
	1898	5·02	3·60	1·58	2·21
	1899	4·81	3·96	1·56	2·19
Steam Vessels	1890	6·41	3·10	2·23	2·91
	1895	6·84	2·56	2·34	2·95
	1896	6·90	2·46	2·34	2·95
	1897	7·13	2·45	2·31	2·84
	1898	7·48	2·41	2·26	2·61
	1899	7·26	2·45	2·21	2·56
Sailing and Steam Vessels	1890	5·51	3·24	2·39	2·96
	1895	5·87	2·68	2·14	2·53
	1896	5·99	2·59	2·15	2·53
	1897	6·10	2·55	2·13	2·53
	1898	6·27	2·51	2·10	2·50
	1899	6·15	2·51	2·08	2·48

TABLE, No. 28.

## PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

NUMBER and TONNAGE of SAILING VESSELS under 300 Tons (registered under Part I. of the Merchant (exclusive of Vessels Employed on Rivers and in Inland Navigation), which were returned as Employed with the Number of Persons Employed therein, in each Year from 1860 to 1899, the Return being

YEARS.	HOME TRADE.			PARTLY HOME AND PARTLY FOREIGN TRADE.		
	Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.
1860	10,825	813,567	38,938	1,284	194,372	7,675
1861	11,037	824,356	39,355	1,246	189,432	7,446
1862	10,470	767,423	36,394	1,392	209,276	8,178
1863	10,670	749,895	36,648	1,609	240,473	9,400
1864	10,994	785,780	37,629	1,529	232,239	8,940
1865	11,156	794,141	37,595	1,564	244,421	9,295
1866	11,204	810,780	37,353	1,404	219,120	8,223
1867	11,488	835,627	38,421	1,109	164,745	6,293
1868	11,777	800,813	39,353	1,334	200,011	7,510
1869	11,564	771,667	39,351	1,458	224,068	8,413
1870	11,587	762,303	40,142	1,428	213,387	7,987
1871	11,826	771,775	41,704	1,425	210,411	7,947
1872	12,232	791,143	42,010	1,255	182,823	6,954
1873	11,536	742,679	39,462	1,276	178,921	6,811
1874	10,822	691,536	36,890	1,377	207,392	7,913
1875	10,551	709,980	37,245	1,251	176,195	6,724
1876	10,631	703,391	36,465	1,151	166,932	6,293
1877	10,634	694,984	35,822	1,118	159,274	6,000
1878	10,510	693,995	35,901	916	124,691	4,778
1879	10,702	704,822	36,685	886	118,123	4,509
1880	10,672	690,021	35,791	966	124,347	4,772
1881	10,264	675,042	34,579	770	99,571	3,881
1882	10,046	654,757	33,313	800	106,865	4,186
1883	9,997	653,203	33,489	603	80,408	3,079
1884	10,081	657,589	34,188	523	63,670	2,607
1885	10,078	656,088	34,086	498	62,291	2,473
1886	9,614	638,232	32,581	434	51,860	1,984
1887	9,559	627,584	32,059	393	45,419	1,723
1888	9,194	595,313	†39,462	421	52,714	†2,346
1889	8,981	569,281	†38,277	491	63,205	†2,764
1890	8,888	572,030	†37,559	367	44,858	†2,060
1891	8,668	554,583	†36,659	306	37,576	†1,729
1892	8,423	536,009	†35,456	277	34,740	†1,593
1893	8,208	517,118	†34,642	258	30,298	†1,414
1894	7,913	501,085	†33,420	240	28,337	†1,348
1895	7,485	475,566	†31,681	219	24,749	†1,175
1896	7,073	443,753	†30,047	218	23,918	†1,138
1897	6,859	429,328	†28,769	175	20,184	† 962
1898	6,507	401,993	†26,880	194	21,237	†1,031
1899	6,470	391,017	†25,484	177	19,858	† 950

\* Prior to 1895 the vessels were registered under the Merchant Shipping Acts, 1854 to 1889, which

† Prior to 1892 only such Foreign-going vessels belonging to the Isle of Man for which crews were

‡ Including Masters.

TABLE, No. 28.

## PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

Shipping Act, 1894\*) belonging to the UNITED KINGDOM, ISLE OF MAN,† and CHANNEL ISLANDS in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades, respectively, exclusive of Masters for the period from 1860 to 1887 inclusive.

FOREIGN TRADE.			TOTAL.			YEARS.
Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.	
3,227	587,469	25,794	15,336	1,595,408	72,407	1860
3,205	583,373	25,391	15,488	1,597,161	72,192	1861
3,298	598,199	26,034	15,160	1,574,898	70,606	1862
3,293	596,059	25,752	15,572	1,586,427	71,800	1863
3,171	581,587	24,679	15,694	1,599,606	71,248	1864
2,874	541,386	22,629	15,594	1,579,948	69,519	1865
3,011	565,315	23,366	15,619	1,595,215	68,942	1866
3,037	578,362	23,278	15,634	1,578,734	67,902	1867
2,888	554,181	22,111	15,999	1,555,005	68,974	1868
2,625	508,734	20,138	15,647	1,504,469	67,992	1869
2,593	494,429	19,412	15,608	1,470,119	67,541	1870
2,264	440,750	16,911	15,515	1,422,936	66,562	1871
2,239	437,737	16,612	15,726	1,411,703	65,576	1872
2,199	433,118	16,195	15,011	1,354,718	62,468	1873
2,048	406,845	15,144	14,247	1,305,773	59,947	1874
1,738	348,265	13,015	13,540	1,234,440	56,984	1875
1,685	337,371	12,344	13,467	1,207,694	55,102	1876
1,613	329,146	11,891	13,365	1,183,404	53,713	1877
1,642	331,109	11,795	13,068	1,149,795	52,474	1878
1,430	285,602	10,169	13,018	1,108,547	51,363	1879
1,342	268,243	9,529	12,980	1,082,611	50,092	1880
1,157	225,551	8,328	12,191	1,000,164	46,788	1881
922	180,902	6,631	11,768	942,524	44,130	1882
862	164,418	6,159	11,462	898,029	42,727	1883
761	145,187	5,408	11,365	866,446	42,203	1884
699	129,195	4,955	11,275	847,574	41,514	1885
589	111,716	3,996	10,637	801,808	38,561	1886
531	99,127	3,548	10,483	772,130	37,330	1887
552	97,245	‡ 4,083	10,167	745,272	‡ 45,891	1888
490	85,915	‡ 3,639	9,962	718,401	‡ 44,680	1889
417	72,383	‡ 3,102	9,672	689,271	‡ 42,721	1890
328	55,611	‡ 2,424	9,302	647,770	‡ 40,812	1891
272	45,259	‡ 2,004	8,972	616,008	‡ 39,053	1892
263	42,941	‡ 1,930	8,729	590,357	‡ 37,986	1893
195	30,797	‡ 1,416	8,348	560,219	‡ 36,184	1894
188	29,030	‡ 1,354	7,892	529,345	‡ 34,210	1895
195	30,239	‡ 1,397	7,486	497,910	‡ 32,582	1896
159	23,859	‡ 1,126	7,193	473,371	‡ 30,857	1897
134	20,397	‡ 946	6,835	443,627	‡ 28,857	1898
118	16,645	‡ 780	6,765	427,520	‡ 27,214	1899

Acts have now been repealed and their provisions re-enacted in the Merchant Shipping Act, 1894. engaged at ports in the United Kingdom are included.

TABLE, No. 29. - - - - -

## ANALYSIS OF CREWS OF MERCHANT SHIPS (SAILING VESSELS). - - - - -

COMPARATIVE TABLE showing the Constitution of the Crews of certain British SAILING Vessels

1885.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Vessel's Name.	Official Number.	Port of Registry.	Net Tons.	Owners.	Description of Voyage.	Masters and Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.	Apprentices.
Zemindar - -	91,235	Liverpool -	2,008	T. and J. Brocklebank	East Indies - -	5	-	-	-	1	-	19	-	6
Herat - - -	78,737	Liverpool -	1,399	E. P. Bates - -	- ditto - - -	3	-	-	-	1	1	18	2	-
Dynomene - -	86,204	Liverpool -	1,808	H. Fernie & Son -	- ditto - - -	3	-	2	-	1	1	16	-	6
Sierra Miranda	87,957	Liverpool -	1,739	A. M. Anderson -	- ditto - - -	3	-	1	-	1	1	20	-	1
Vellore - - -	76,356	Liverpool -	1,631	W. Rome - - -	- ditto - - -	3	-	1	-	1	1	18	2	2
Carlisle Castle	60,871	London - -	1,344	H. Green - - -	Australia and New Zealand.	5	5	1	4	1	1	14	4	-
Sophocles - -	77,455	Aberdeen -	1,119	W. Henderson - -	- ditto - - -	4	-	1	-	1	1	14	2	5
Star of Germany	63,949	Belfast - -	1,284	J. Corry - - -	- ditto - - -	3	-	1	-	1	1	13	3	6
Turakina - - -	60,352	London - -	1,189	New Zealand Shipping Company.	- ditto - - -	4	-	1	-	1	1	14	1	-
Waitangi - - -	70,592	London - -	1,127	- ditto - ditto -	- ditto - - -	4	-	1	-	1	1	14	2	-
Loch Sloy - - -	78,562	Glasgow - -	1,224	Aitken, Lilburn, & Co.	- ditto - - -	4	-	1	-	1	1	14	1	4
Loch Long - - -	76,726	Glasgow - -	1,203	- ditto - ditto -	- ditto - - -	3	-	1	-	1	1	15	2	4
Rodney - - - -	68,905	London - -	1,446	Devitt & Moore -	- ditto - - -	4	6	1	-	1	1	11	-	7
Hermione - - -	72,368	Southampton	1,120	C. H. Petherbridge	- ditto - - -	4	-	1	-	1	1	12	2	2
Patterdale - -	65,857	Swansea - -	1,168	J. D. Newton - -	West Coast of America.	4	-	-	-	1	1	15	1	7
Lord Wolseley	86,540	Belfast - -	2,517	Irish Shipowner's Company.	- ditto - - -	5	-	-	-	1	1	29	-	6
Aristomene - -	84,076	Liverpool -	1,661	D. Fernie - - -	- ditto - - -	3	-	-	-	1	1	16	1	6
Dawpool - - -	81,323	Liverpool -	1,696	Ismay, Imrie, & Co.	- ditto - - -	4	-	-	-	1	1	19	-	6
British General	69,366	Liverpool -	1,754	J. Beazley - - -	- ditto - - -	4	-	1	-	1	1	18	2	5
North Riding -	70,983	Liverpool -	1,370	A. Gibson & Co. -	- ditto - - -	3	-	-	-	1	-	13	-	4
Chinsura - - -	60,062	Liverpool -	1,266	R. Davies - - -	- ditto - - -	4	-	1	-	1	1	14	2	-
Manydown - - -	87,939	Liverpool -	2,381	G. T. Bates - - -	- ditto - - -	3	-	1	-	2	1	21	3	2
Janet Ferguson	48,922	Glasgow - -	541	W. Ross - - -	Brazils, River Plate, and West Indies.	3	-	-	-	1	-	8	2	-
Alexander Yeats	72,266	Liverpool -	1,476	Alex. Yeats - - -	- ditto - - -	3	-	2	-	1	1	13	1	-
Ellerslie - - -	65,970	Liverpool -	1,346	G. Windram - - -	- ditto - - -	2	-	1	-	1	-	16	-	-
Queen of Cambria	74,867	Carnarvon -	834	W. Thomas - - -	- ditto - - -	3	-	-	-	1	1	6	5	-
Elvira - - - -	84,199	Liverpool -	446	H. F. Watt - - -	- ditto - - -	4	-	-	-	-	-	5	-	3
Glanrafon - - -	56,028	Swansea - -	450	J. C. Richardson -	Cape of Good Hope	2	-	1	-	1	-	6	2	2
Golconda - - -	51,113	Swansea - -	443	- ditto - - -	- ditto - - -	3	-	-	-	1	-	6	-	2
TOTAL - - -			38,990	- - - - -	TOTAL - - -	102	11	20	4	29	22	417	40	99

## ABSTRACT OF THE ABOVE. - - - - -

Number of Men, all told, to each 100 Tons, inclusive of Masters.		Number of Men, all told, to each 100 Tons, exclusive of Masters.		Capacities : showing Increase and Decrease in each.		
1885.	1895.	1885.	1895.	Capacity.	1885.	1895
2.1877	1.8543	2.1133	1.7748	Masters and Mates - - -	102	94
				Midshipmen - - - - -	11	3
				Boatswains - - - - -	20	16
				Quartermasters - - - -	4	4
				Carpenters - - - - -	29	26
				Sailmakers - - - - -	22	23
				Able Seamen - - - - -	417	343
				Ordinary Seamen - - - -	40	45
				Apprentices - - - - -	99	85
				Boys - - - - -	14	15
				Stewards, &c. - - - - -	83	63
				Other Persons - - - - -	12	5
				TOTAL - - - - -	853	722
Number of Men to each 100 Tons, inclusive of Masters, but exclusive of Cooks, Stewards, &c., and "Other Persons," enumerated in Columns 17, 18, 33, and 34.						
1885.	1895.					
1.9440	1.6542					

Note.—In the above Tables ships belonging to certain well-known firms have been selected at the chief Ports of the United Kingdom as representatives

TABLE, No. 29.

## ANALYSIS OF CREWS OF MERCHANT SHIPS (SAILING VESSELS).

Employed in the Foreign Trade of the United Kingdom, in the Years 1885 and 1895

1885.						1895.																			
16	17	18	19	20		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36				
Boys.	Stewards, &c.	Other Persons.	Total Crew.	Total Foreigners.		Owners.	Description of Voyage.	Masters and Mates.	Midshipmen.	Boatswains.	Quarter-masters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Stewards, &c.	Other Persons.	Total Crew.	Total Foreigners.				
1	-	1	34	8		T. and J. Brocklebank	East Indies	4	-	-	-	1	1	18	-	5	-	1	1	31	15				
2	1	-	28	6		E. P. Bates	ditto	3	-	1	-	1	1	11	2	1	2	2	-	24	2				
3	-	1	32	7		H. Fernie & Son	ditto	3	-	1	-	1	1	13	1	2	-	2	-	24	15				
4	-	1	35	11		Anderson & Co.	ditto	3	-	1	-	1	1	16	-	7	-	2	-	31	8				
5	-	2	30	7		Eyre, Evans & Co.	ditto	3	-	-	-	1	1	15	2	4	-	2	-	28	9				
6	4	10	51	8		J. Robertson	Australia and New Zealand.	3	-	-	-	1	1	12	1	1	3	2	-	24	6				
7	-	1	36	6		W. Henderson	ditto	4	-	1	-	1	1	11	2	6	1	2	-	29	3				
8	1	2	30	4		J. P. Corry	ditto	4	-	1	-	1	1	14	1	5	-	2	-	29	6				
9	1	3	28	7		New Zealand Shipping Company.	ditto	4	-	1	-	1	1	13	1	3	2	3	2	31	6				
10	-	3	33	3		ditto	ditto	3	-	1	-	1	1	10	1	6	-	2	-	25	3				
11	1	4	32	3		Aitken, Lilburn & Co.	ditto	4	-	-	-	1	1	10	2	4	-	5	1	28	1				
12	-	4	31	4		ditto	ditto	3	-	-	-	1	1	12	2	5	-	2	-	26	-				
13	1	10	43	5		Devitt & Moore	ditto	4	3	1	4	1	1	7	2	6	-	8	1	38	8				
14	-	5	29	8		W. Savill	ditto	3	-	-	-	1	1	12	2	-	1	2	-	22	6				
15	-	2	31	3		R. Simpson	West Coast of America.	4	-	-	-	-	-	9	1	3	1	2	-	20	8				
16	3	2	48	-		T. Dixon & Son	ditto	4	-	1	-	1	1	18	-	6	-	2	-	33	-				
17	-	2	30	14		H. Fernie & Son	ditto	3	-	1	-	1	1	9	3	8	-	3	-	29	7				
18	-	-	31	7		Ismay, Inrie & Co.	ditto	4	-	1	-	1	1	16	2	3	3	2	-	33	6				
19	-	1	35	3		J. H. Beazley	ditto	4	-	1	-	1	1	15	5	1	-	2	-	30	4				
20	-	2	23	13		Gibson & Co.	ditto	2	-	1	-	1	-	10	4	-	2	2	-	22	14				
21	-	2	25	4		Hughes & Co.	ditto	4	-	-	-	1	1	13	2	-	-	2	-	23	8				
22	2	2	37	9		E. Bates & Sons	ditto	3	-	-	-	2	1	22	1	3	-	2	-	34	13				
23	-	1	15	2		A. Campbell	Brazils, River Plate, and West Indies.	2	-	1	-	-	1	5	2	-	-	1	-	12	6				
24	1	3	25	10		G. Windram	ditto	3	-	-	-	1	-	14	1	-	-	2	-	21	8				
25	-	2	22	13		ditto	ditto	3	-	-	-	1	1	12	3	-	-	2	-	22	6				
26	-	1	17	2		W. Thomas	ditto	3	-	-	-	1	1	7	-	3	-	1	-	16	-				
27	-	1	13	-		H. F. Watt	ditto	2	-	1	-	-	-	5	1	2	-	1	-	12	2				
28	-	1	15	-		Richardson & Co.	Cape of Good Hope	2	-	1	-	-	-	8	-	-	-	1	-	12	-				
29	-	2	14	5		ditto	ditto	3	-	-	-	1	-	6	1	1	-	1	-	13	5				
14	83	12	853	172		TOTAL		94	3	16	4	26	23	343	45	85	15	63	5	722	176				

## ABSTRACT OF THE ABOVE.

## Nationality of Foreigners.

Nationality.	1885.	1895.	Nationality.	1885.	1895.
Norwegians	27	23	Italians	4	-
Swedes	44	54	Greeks	3	-
Danes	6	14	Austrians	2	5
Germans	23	28	Portuguese	2	-
Dutch	6	1	Russians	12	24
French	8	3	Americans	28	14
Spanish	2	2	Other Countries	2	1
Belgians	3	2	TOTAL	172	176

Of this class care being taken to select those vessels which it has been found possible to trace on the Registers in both of the years 1885 and 1895.

TABLE, No. 30.

ANALYSIS OF CREWS OF MERCHANT SHIPS (STEAM VESSELS).

COMPARATIVE TABLE showing the Constitution of the Crews of certain British STEAM Vessels

1885.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Vessel's Name.	Official Number.	Port of Registry.	Net Tons.	Horse Power.	Owners.	Description of Voyage.	Masters & Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen and Trimmers.	Other Persons (Engineer's Department).
Coromandel	87,418	Greenock	2,383	800	Peninsular and Oriental Steam Navigation Co.	East Indies, China, and Japan.	6	1	-	2	7	-	-	-	5	-	1
Manora	89,908	Glasgow	2,995	650	Gray, Dawes & Co.	ditto ditto	5	-	1	4	-	-	-	-	5	-	2
Clan Matheson	87,725	Glasgow	2,562	600	Cayzer, Irvine & Co.	ditto ditto	5	-	4	1	-	-	-	-	5	-	3
Glamorgan-shire.	89,651	London	1,842	450	D. J. Jenkins	ditto ditto	4	1	-	1	10	2	1	-	4	8	4
City of Cambridge.	86,729	Glasgow	2,497	600	Geo. Smith & Sons	ditto ditto	4	2	4	1	12	2	-	-	4	17	5
Aston Hall	88,250	Liverpool	2,254	400	R. Alexander	ditto ditto	4	-	-	1	4	-	-	-	4	-	6
Glenogle	85,912	Glasgow	2,898	700	J. McGregor	ditto ditto	5	1	4	2	14	2	-	-	6	-	7
Perala	87,701	Glasgow	2,390	480	Henderson Bros.	ditto ditto	4	1	4	1	8	-	-	-	4	18	8
Tongariro	76,067	London	2,657	600	New Zealand Shipping Co.	Australia and New Zealand.	5	3	-	1	22	-	4	-	7	22	9
Orient	82,254	Glasgow	3,231	1,000	J. Anderson	ditto ditto	5	3	4	2	27	3	-	3	8	32	10
Rome	81,820	Greenock	3,022	1,200	Peninsular and Oriental Steam Navigation Co.	ditto ditto	6	1	-	2	8	-	-	-	6	-	11
Port Victor	91,872	London	1,827	400	Wm. Milburn	ditto ditto	5	1	-	1	11	1	-	2	4	12	12
Duke of Buckingham.	76,999	Barrow	1,993	400	J. B. Westray	ditto ditto	5	-	4	1	-	-	-	-	4	-	13
Norham Castle	87,101	London	2,556	850	Donald Currie & Co.	Cape of Good Hope	5	3	4	1	18	-	-	2	5	26	14
Roalin Castle	87,126	London	2,620	800	- ditto - ditto	ditto ditto	5	3	4	1	18	-	-	2	5	26	15
Trojan	82,404	Southampton	2,198	600	Union Steam Ship Co.	ditto ditto	5	1	4	1	18	4	-	3	5	23	16
Dabulamand	84,350	Aberdeen	980	200	J. T. Rennie	ditto ditto	4	1	-	1	7	-	-	-	3	7	17
Galicia	69,249	Liverpool	2,408	600	Pacific Steam Navigation Co.	West Coast of America.	5	3	-	1	16	2	-	3	4	23	18
Britannia	69,291	Liverpool	2,473	650	- ditto - ditto	ditto ditto	5	3	-	1	16	2	-	2	5	24	19
Bessel	78,819	Liverpool	1,165	180	Lampert and Holt	Brazil and River Plate.	5	-	-	1	11	-	-	-	3	6	20
Amazonense	60,925	Liverpool	1,081	800	R. Singlehurst	ditto ditto	4	2	-	1	9	-	-	-	3	8	21
Hellades	91,254	Liverpool	1,921	850	R. P. Houston	ditto ditto	4	1	-	1	8	-	-	-	4	8	22
Tagus	65,582	Glasgow	1,942	600	Royal Mail Steam Packet Co.	ditto ditto	5	1	4	1	16	2	-	1	6	26	23
Cephalonia	86,205	Liverpool	3,489	700	Cunard Steam Ship Co.	North America	7	2	-	1	31	-	-	-	6	34	24
Ludgate Hill	84,195	Liverpool	2,635	600	Nott and Hill	ditto	4	2	-	2	14	-	-	-	6	21	25
Germanic	70,932	Liverpool	2,969	988	Ismay, Imrie & Co.	ditto	5	2	-	2	27	-	-	-	6	39	26
Virginian	84,184	Liverpool	2,636	600	Leyland & Co.	ditto	5	2	4	1	12	1	-	-	4	14	27
Oranmore	83,967	Barrow	2,215	800	Wm. Johnston	ditto	4	1	-	1	13	-	-	-	4	12	28
Parisian	84,294	Glasgow	3,264	800	Alex. Allan	ditto	5	2	-	1	28	2	-	-	7	30	29
Royal Standard	65,404	North Shields	790	120	V. T. Thompson & Co.	Baltic	3	1	-	1	5	-	-	-	3	4	30
China	60,963	Hull	1,121	185	Bailey and Leatham	ditto	3	1	-	1	7	-	-	-	3	5	31
Romeo	82,494	Hull	1,089	350	T. Wilson, Sons & Co.	ditto	3	-	-	1	9	-	-	-	2	7	32
Treloake	81,678	St. Ives	979	145	E. Hain & Son	Mediterranean and Black Sea.	3	1	-	1	5	-	-	-	3	4	33
Tagus	60,145	London	1,242	200	Mercantile Steam Ship Co.	ditto ditto	3	1	-	1	7	-	-	1	3	6	34
Saragossa	68,098	Glasgow	1,390	800	Cunard Steam Ship Co.	ditto ditto	4	2	-	1	15	-	-	-	3	12	35
Sarah	82,679	Whitby	969	130	Robert Harrowing	ditto ditto	3	1	-	-	6	-	-	-	3	4	36
Avon	81,923	Sunderland	1,417	200	Royal Mail Steam Packet Co.	West Indies	4	1	2	1	12	2	-	-	4	11	37
Nonpareil	89,550	London	1,024	180	T. Scrutton	ditto	4	1	-	1	5	1	-	-	3	7	38
TOTAL			78,584	19,208	TOTAL		170	52	46	43	460	26	7	19	169	491	86

ABSTRACT OF THE ABOVE.

Number of Men all told to each 100 Tons, inclusive of Masters.				Number of Men all told to each 100 Tons, exclusive of Masters.				Capacities : showing Increase and Decrease in each.			
1885.		1895.		1885.		1895.		Capacity.		1885.	1895.
3·5962		3·6114		3·5477		3·5630		Masters and Mates	-	170	168
								Boatswains	-	52	45
								Quartermasters	-	46	46
								Carpenters	-	43	39
								Able Seamen	-	460	376
								Ordinary Seamen	-	26	30
								Apprentices	-	7	2
								Boys	-	19	18
								Engineers	-	169	169
								Firemen and Trimmers	-	491	443
								Other Persons (Engineer's Department).	-	86	102
								Lascars	-		
								and Deck Hands	-	205	204
								other Engineer's Department	-	273	323
								Asiatics, Steward's Department	-	120	123
								Stewards, &c.	-	606	682
								Other Persons	-	53	68
2·5794				2·500				TOTAL	-	2,326	2,338

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the United Registers in both of the years 1885 and 1895.

TABLE, No. 30.

ANALYSIS OF CREWS OF MERCHANT SHIPS (STEAM VESSELS).

Employed in the Foreign Trade of the United Kingdom in the Years 1885 and 1895.

1885.										1895.																		
Lascars.			22	23	24	25	26		27		28	29	30	31	32	33	34	35	36	37	38	Lascars.			42	43	44	45
19	20	21					Owners.	Description of Voyage.			Masters & Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen and Trimmers.	Other Persons (Engineers' Department).	39	40	41				
Deck Hands.	Engineer's Department.	Steward's Department.	Stewards, &c.	Other persons.	Total Crew.	Total Foreigners, exclusive of Lascars.																Deck Hands.	Engineer's Department.	Steward's Department.	Stewards, &c.	Other Persons.	Total Crew.	Total Foreigners, exclusive of Lascars.
1	46	47	13	22	2	152	3	Peninsular and Oriental Steam Navigation Co.	East Indies, China and Japan.	6	1	-	2	7	-	-	-	5	-	-	3	35	48	16	27	1	150	-
2	41	43	35	6	3	144	2	Gray, Dawes & Co.	ditto ditto	5	1	-	1	4	-	-	-	7	-	-	-	37	44	36	4	-	139	-
3	23	33	22	2	2	97	-	Cayzer, Irvine & Co.	ditto ditto	5	-	4	1	-	-	-	-	5	-	-	-	22	35	14	4	1	91	-
4	-	11	-	6	-	48	5	N. F. Jenkins	ditto ditto	4	1	-	1	-	-	1	-	4	-	-	-	13	17	4	4	-	49	1
5	-	-	-	10	1	60	1	Geo. Smith & Sons	ditto ditto	4	-	6	1	-	-	-	-	4	-	-	1	22	38	6	7	2	91	-
6	16	19	11	1	-	61	1	R. Alexander & Co.	ditto ditto	4	-	3	1	-	-	-	-	4	-	-	1	16	23	4	1	-	57	-
7	-	24	6	6	2	75	3	McGregor, Gow & Co.	ditto ditto	5	1	-	1	14	-	-	-	5	-	-	1	-	22	5	8	2	64	-
8	-	-	12	3	-	53	2	Henderson Bros.	ditto ditto	4	-	4	1	-	-	-	-	4	-	-	-	19	21	10	2	1	66	1
9	-	-	-	45	3	119	4	New Zealand Shipping Co.	Australia and New Zealand.	5	2	4	1	14	1	-	-	4	21	6	-	-	-	-	23	7	93	3
10	-	-	-	70	5	165	7	J. G. Anderson	ditto ditto	5	3	4	2	24	2	-	3	7	36	3	-	-	-	74	6	169	6	
11	52	63	13	32	3	189	3	Peninsular and Oriental Steam Navigation Co.	ditto ditto	7	1	-	2	8	-	-	7	-	-	2	40	75	28	55	4	229	3	
12	-	-	-	6	2	49	6	Wm. Milburn, Jr.	ditto ditto	4	1	-	1	9	-	-	-	4	12	3	-	-	-	6	2	42	20	
13	27	33	8	9	1	98	1	J. B. Westray	ditto ditto	4	-	-	1	10	2	-	1	4	12	5	-	-	-	7	4	50	-	
14	-	-	-	34	8	104	7	Donald Currie & Co.	Cape of Good Hope	5	3	8	1	16	-	-	2	6	24	9	-	-	-	52	3	124	5	
15	-	-	-	34	3	104	4	ditto ditto	ditto	5	3	4	1	16	-	-	2	6	24	9	-	-	-	53	3	126	4	
16	-	-	-	29	1	96	2	Union Steam Ship Co.	ditto ditto	5	1	4	1	14	4	-	4	5	23	1	-	-	-	42	1	105	2	
17	-	-	-	3	-	27	17	J. T. Rennie	ditto ditto	4	1	-	1	7	-	-	-	3	7	1	-	-	-	8	1	33	6	
18	-	-	-	27	4	90	4	Pacific Steam Navigation Co.	West Coast of America.	5	3	-	1	16	2	-	2	5	23	3	-	-	-	33	3	96	2	
19	-	-	-	27	4	92	5	ditto ditto	ditto	5	3	-	1	17	2	-	2	5	27	3	-	-	-	32	2	99	1	
20	-	-	-	4	-	31	4	Lamport and Holt	Brazil and River Plate.	5	-	-	1	10	-	-	-	3	6	1	-	-	-	3	-	29	2	
21	-	-	-	9	-	38	5	A. Singlehurst & Co.	ditto ditto	4	1	-	1	6	2	-	-	3	8	2	-	-	-	13	2	42	6	
22	-	-	-	5	1	33	3	R. P. Houston & Co.	ditto ditto	4	1	-	1	6	2	-	-	5	10	1	-	-	-	5	1	36	4	
23	-	-	-	27	3	97	2	Royal Mail Steam Packet Co.	ditto ditto	5	1	4	1	8	4	-	1	5	21	5	-	-	-	12	4	71	2	
24	-	-	-	48	3	133	7	Cunard Steam Ship Co.	North America	6	2	-	1	27	-	-	-	7	28	7	-	-	-	30	4	112	4	
25	-	-	-	7	1	60	4	W. B. Hill	ditto	4	1	-	1	11	2	-	-	5	14	2	-	-	-	5	1	46	5	
26	-	-	-	59	2	151	9	Ismay, Imrie & Co.	ditto	6	2	-	2	26	-	-	-	6	39	11	-	-	-	78	2	172	4	
27	-	-	-	6	1	55	2	F. Leyland & Co.	ditto	4	1	4	1	10	-	-	-	4	12	3	-	-	-	5	5	49	-	
28	-	-	-	5	1	41	1	Wm. Johnston	ditto	4	1	-	1	10	-	-	-	4	9	4	-	-	-	5	-	38	4	
29	-	-	-	25	1	109	7	J. & A. Allan	ditto	5	2	-	1	24	1	-	1	7	30	7	-	-	-	38	2	118	4	
30	-	-	-	3	-	21	2	V. T. Thompson	Baltic	-	-	-	-	6	-	-	-	2	4	1	-	-	-	2	-	18	5	
31	-	-	-	3	-	24	7	Bailey and Leatham	ditto	3	1	-	1	5	-	-	-	3	5	1	-	-	-	3	-	22	9	
32	-	-	-	4	-	27	13	T. Wilson, Sons & Co.	ditto	3	1	-	1	8	-	-	-	2	7	1	-	-	-	7	1	31	15	
33	-	-	-	2	-	20	3	E. Hain & Son	Mediterranean and Black Sea.	3	1	-	-	6	-	-	-	3	4	1	-	-	-	2	-	20	1	
34	-	-	-	2	-	24	10	Mercantile Steam Ship Co.	ditto ditto	3	1	-	1	6	-	-	-	3	5	1	-	-	-	2	-	22	7	
35	-	-	-	8	-	45	2	Cunard Steam Ship Co.	ditto ditto	4	2	-	1	11	-	-	-	3	11	-	-	-	-	6	-	38	-	
36	-	-	-	2	-	19	1	Robert Harrowing	ditto ditto	3	-	-	-	5	1	-	-	3	3	1	-	-	-	3	-	19	1	
37	-	-	-	7	2	49	1	Royal Mail Steam Packet Co.	West Indies	4	1	2	1	10	4	-	-	4	12	2	-	-	-	8	2	50	1	
38	-	-	-	8	-	31	9	T. Scrutton	ditto	4	1	-	1	5	2	-	-	3	6	1	-	-	-	8	1	32	11	
TOTAL										TOTAL										204	323	123	682	68	2,838	199		

ABSTRACT OF THE ABOVE.

Nationality of Foreigners, exclusive of Lascars.

Nationality.	1885.	1895.	Nationality.	1885.	1895.
Norwegians	17	19	Italians	7	4
Swedes	48	36	Greeks	-	-
Danes	10	5	Austrians	8	4
Germans	37	24	Portuguese	3	-
Dutch	1	1	Russians	8	5
French	8	4	Americans	16	12
Spanish	-	-	Other Countries	4	22
Belgians	2	3	TOTAL	169	139

Kingdom as representatives of their class, care being taken to select those vessels which it has been found possible to trace on the

TABLE, No. 31.

## RELIEF OF DISTRESSED SEAMEN ABROAD.

RETURN of SUMS VOTED, and of the EXPENDITURE, on account of the RELIEF of DISTRESSED BRITISH SEAMEN ABROAD, since the Vote has been administered by the Board of Trade, from 1855-56 to 1898-99.

YEARS.			Voted.			Expenditure.		
			£.	s.	d.	£.	s.	d.
Net Expenditure for	1855-56	- -	17,000	-	-	8,662	5	1
Ditto	1856-57	- -	17,000	-	-	16,695	18	9
Ditto	1857-58	- -	20,000	-	-	21,733	3	2
Ditto	1858-59	- -	20,000	-	-	17,503	9	8
Ditto	1859-60	- -	20,000	-	-	21,094	15	1
Ditto	1860-61	- -	20,000	-	-	20,855	1	5
Ditto	1861-62	- -	20,400	-	-	22,492	7	1
Ditto	1862-63	- -	20,400	-	-	25,876	6	4
Ditto	1863-64	- -	20,400	-	-	19,218	14	2
Ditto	1864-65	- -	34,400	-	-	35,788	16	8
Ditto	1865-66	- -	30,400	-	-	28,259	10	5
Ditto	1866-67	- -	47,342	17	7	*49,162	9	9
Ditto	1867-68	- -	38,187	5	-	38,187	5	-
Gross Expenditure for	1868-69	- -	45,400	-	-	38,427	7	2
Ditto	1869-70	- -	45,400	-	-	37,059	1	9
Ditto	1870-71	- -	36,000	-	-	35,068	12	1
Ditto	1871-72	- -	35,400	-	-	34,260	8	1
Ditto	1872-73	- -	36,000	-	-	32,578	4	1
Ditto	1873-74	- -	33,000	-	-	30,204	12	2
Ditto	1874-75	- -	29,000	-	-	31,185	16	1
Ditto	1875-76	- -	31,000	-	-	29,220	19	2
Ditto	1876-77	- -	33,000	-	-	32,223	11	1
Ditto	1877-78	- -	33,000	-	-	31,612	2	4
Ditto	1878-79	- -	31,500	-	-	34,373	1	2
Ditto	1879-80	- -	†34,000	-	-	29,414	11	7
Ditto	1880-81	- -	32,400	-	-	27,256	10	2
Ditto	1881-82	- -	31,900	-	-	29,066	11	9
Ditto	1882-83	- -	30,900	-	-	30,701	19	4
Net Expenditure for	1883-84	- -	-	†	-	27,348	17	4
Ditto	1884-85	- -	-	†	-	28,957	-	-
Ditto	1885-86	- -	-	†	-	24,344	1	7
Ditto	1886-87	- -	-	†	-	26,999	2	5
Ditto	1887-88	- -	-	†	-	25,635	-	5
Ditto	1888-89	- -	-	†	-	26,839	13	1
Ditto	1889-90	- -	-	†	-	23,695	13	-
Ditto	1890-91	- -	-	†	-	21,566	3	9
Ditto	1891-92	- -	-	†	-	26,226	3	6
Ditto	1892-93	- -	-	†	-	23,407	16	3
Ditto	1893-94	- -	-	†	-	22,936	3	7
Ditto	1894-95	- -	-	†	-	19,191	8	2
Ditto	1895-96	- -	-	†	-	21,464	14	-
Ditto	1896-97	- -	-	†	-	21,036	4	3
Ditto	1897-98	- -	-	†	-	17,373	-	11
Ditto	1898-99	- -	-	†	-	15,871	16	7

\* Includes Five Quarters.

† Includes Supplementary Estimate, 3,000*l*.

‡ The amount voted after 1st April 1883 is included in the Grant in Aid of the Mercantile Marine Fund, and cannot be separately distinguished.

TABLE, No. 32.

## SEAMEN'S SAVINGS BANKS.

ACCOUNT of all DEPOSITS Received and Repaid by the BOARD OF TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, from 1856-57 to 1898-99 (Years ending 20th November).

YEARS (ending 20th Nov.)	Amount Received.			Amount Paid.			YEARS (ending 20th Nov.)	Amount Received.			Amount Paid.		
	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.
1856-57	11,353	3	-	4,572	2	-	1878-79	59,113	13	2	59,670	9	5
1857-58	11,005	16	-	7,105	8	9	1879-80	58,548	13	10	53,295	-	4
1858-59	13,538	18	3	8,417	17	3	1880-81	58,247	8	4	53,809	6	6
1859-60	14,958	17	7	9,653	2	10	1881-82	66,336	14	9	60,230	1	-
1860-61	17,112	7	9	12,680	17	2	1882-83	72,783	4	1	68,517	6	1
1861-62	17,088	13	1	15,342	11	-	1883-84	74,493	5	2	74,834	16	1
1862-63	17,098	5	11	14,090	-	5	1884-85	69,449	11	11	71,629	7	8
1863-64	20,583	2	7	17,201	3	6	1885-86	66,538	8	5	67,354	19	2
1864-65	21,215	13	9	18,396	11	6	1886-87	63,475	12	3	61,897	18	10
1865-66	24,040	6	5	22,802	10	11	1887-88	70,608	8	4	64,066	19	4
1866-67	32,747	7	4	30,396	17	5	1888-89	77,325	16	3	70,194	3	2
1867-68	30,120	2	1	28,522	5	6	1889-90	87,789	8	11	78,742	8	6
1868-69	37,029	13	-	34,928	18	7	1890-91	85,252	19	8	82,327	9	7
1869-70	33,174	4	5	32,130	13	1	1891-92	83,042	7	6	87,480	9	6
1870-71	39,819	3	6	36,658	19	10	1892-93	84,799	5	2	87,828	3	11
1871-72	37,625	6	6	34,424	6	7	1893-94	82,563	9	1	76,792	13	7
1872-73	43,715	2	3	39,493	3	4	1894-95	80,312	19	4	78,817	2	4
1873-74	50,182	15	6	45,964	9	10	1895-96	82,707	2	5	78,194	8	1
1874-75	48,370	2	2	47,616	12	9	1896-97	87,248	4	8	85,288	6	-
1875-76	50,731	10	5	47,116	-	11	1897-98	88,579	-	7	86,721	18	3
1876-77	56,495	15	5	53,601	3	10	1898-99	90,205	17	3	91,204	7	2
1877-78	51,435	19	11	47,967	4	9							

TABLE, No. 33.

## SEAMEN'S MONEY ORDERS.

RETURN showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and Paid at Ports in the United Kingdom, and at Ports Abroad, from 1867 to 1898-99.

ISSUED.			PAID.		
YEARS.	Number.	Amount Received.	YEARS.	Number.	Amount Paid.
		£. s. d.			£. s. d.
1867	48,674	295,622 3 5	1867	48,621	295,153 4 3
1868	53,003	294,022 6 6	1868	52,995	294,181 15 3
1869	56,740	318,046 14 10	1869	56,707	318,860 2 11
1870	58,039	312,482 6 3	1870	57,947	311,587 8 8
1871	60,632	338,630 18 8	1871	60,289	337,568 14 6
1872	59,350	323,009 16 2	1872	59,201	322,595 13 4
1873	59,816	355,747 14 -	1873	59,717	355,467 11 4
1874	60,808	371,367 2 1	1874	60,568	372,064 8 10
1875	62,006	388,646 15 10	1875	61,759	387,525 9 9
1876	64,650	415,071 16 2	1876	64,324	415,439 15 3
1877	67,489	411,047 15 -	1877	67,363	408,643 17 7
1878	71,120	421,068 12 2	1878	71,072	420,749 9 9
1879	70,802	428,510 5 -	1879	72,284	430,606 12 7
1880	68,159	381,910 15 5	1880	68,130	381,630 8 9
1881-82*	94,513	475,360 3 3	1881-82*	94,450	474,710 19 8
1882-83	85,318	437,622 5 3	1882-83	85,298	436,727 7 10
1883-84	85,098	461,797 8 9	1883-84	84,993	461,528 2 7
1884-85	86,327	447,674 12 11	1884-85	86,278	447,837 19 10
1885-86	86,469	436,927 10 5	1885-86	86,456	436,080 2 6
1886-87	86,148	425,140 10 8	1886-87	86,202	425,244 1 10
1887-88	86,180	413,066 4 2	1887-88	86,112	413,227 4 8
1888-89	87,324	416,166 13 5	1888-89	87,369	417,019 15 10
1889-90	87,839	456,092 17 7	1889-90	87,708	454,358 12 -
1890-91	81,861	460,892 13 5	1890-91	82,095	461,083 - 7
1891-92	80,573	481,967 1 11	1891-92	80,750	483,130 7 4
1892-93	74,998	428,024 15 4	1892-93	74,876	426,887 3 2
1893-94	77,942	438,521 14 8	1893-94	78,087	440,058 19 3
1894-95	76,105	384,473 1 2	1894-95	75,937	381,234 14 8
1895-96	71,703	385,925 9 3	1895-96	71,773	389,044 19 2
1896-97	70,089	373,187 7 11	1896-97	70,150	371,194 14 2
1897-98	63,529	335,677 19 6	1897-98	63,531	337,027 1 6
1898-99	58,653	330,447 8 10	1898-99	58,664	329,929 13 8

Note.—Years ended 31st December up to and inclusive of the Year 1880; Years ended 31st of March after that date.

\* Includes Five Quarters.

TABLE, No. 34.

## TRANSMISSION OF SEAMEN'S WAGES.

RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES  
from 1st February 1878 to 31st March 1899.

YEARS.	Receipts.	Payments.
	£. s. d.	£. s. d.
1878 (11 months) - - -	22,225 1 5	21,926 - 8
1879 - - - - -	27,967 4 -	27,326 19 5
1880 - - - - -	62,978 5 6	62,813 15 9
1881-82* - - - -	148,758 6 3	147,941 17 -
1882-83 - - - - -	159,104 16 5	158,779 18 8
1883-84 - - - - -	187,808 8 -	187,703 19 1
1884-85 - - - - -	169,282 11 6	168,317 16 4
1885-86 - - - - -	189,593 14 2	190,628 18 9
1886-87 - - - - -	177,071 17 2	176,431 18 3
1887-88 - - - - -	175,705 16 5	176,178 1 3
1888-89 - - - - -	176,297 16 8	176,405 5 3
1889-90 - - - - -	212,815 1 3	211,934 5 -
1890-91 - - - - -	221,774 17 5	221,187 12 5
1891-92 - - - - -	219,905 8 5	220,346 16 3
1892-93 - - - - -	189,333 5 9	189,196 5 3
1893-94 - - - - -	195,630 1 10	195,320 17 4
1894-95 - - - - -	181,068 17 10	179,962 1 8
1895-96 - - - - -	178,753 6 11	179,866 10 3
1896-97 - - - - -	164,118 2 10	163,497 15 4
1897-98 - - - - -	149,532 9 9	150,676 16 9
1898-99 - - - - -	138,584 11 2	138,188 6 10

*Note.*—Years ended 31st December up to and inclusive of 1880; Years ended 31st March after that date.

\* Includes Five Quarters.

## TRANSMISSION OF WAGES (FOREIGN).

YEARS.	Receipts.	Payments.
	£. s. d.	£. s. d.
1894-95† - - - - -	8,127 13 6	7,618 13 6
1895-96 - - - - -	16,000 17 3	16,142 - 10
1896-97 - - - - -	9,357 5 11	9,552 18 6
1897-98 - - - - -	50,300 7 6	49,369 14 4
1898-99 - - - - -	64,602 13 3	64,234 - 4

† From 23rd August 1894 (when the business commenced) to 31st March 1895 only.

TABLE, No. 35.

## SUEZ CANAL TRAFFIC.

STATEMENT showing the NUMBER and TONNAGE of Vessels that passed through the SUEZ CANAL in each year from 1870 to 1899, inclusive, together with the Transit Receipts.

(Extracted from the Returns of Shipping and Tonnage of the Suez Canal as furnished by the British Directors, Cd. 99 of 1900.)

YEARS.	Number of Vessels.	Gross Tonnage.	Net Tonnage.	Mean Net Tonnage per Vessel.	Transit Receipts.
					<i>Francs.</i>
1870 - - -	486	654,915	436,609	898	5,159,327
1871 - - -	765	1,142,200	761,467	995	8,993,733
1872 - - -	1,082	1,744,481	1,160,743	1,071	16,407,591
1873 - - -	1,173	2,085,073	1,367,768	1,166	22,897,319
1874 - - -	1,264	2,423,672	1,631,650	1,290	24,859,383
1875 - - -	1,494	2,940,708	2,009,984	1,345	28,886,302
1876 - - -	1,457	3,072,107	2,096,772	1,439	29,974,999
1877 - - -	1,663	3,418,950	2,355,448	1,416	32,774,344
1878 - - -	1,593	3,291,535	2,269,678	1,425	31,098,229
1879 - - -	1,477	3,236,942	2,263,332	1,532	29,686,061
1880 - - -	2,026	4,344,520	3,057,422	1,509	39,840,488
1881 - - -	2,727	5,794,491	4,136,780	1,517	51,274,353
1882 - - -	3,198	7,122,126	5,074,809	1,586	60,545,882
1883 - - -	3,307	8,051,307	5,775,862	1,746	65,847,812
1884 - - -	3,284	8,319,967	5,871,501	1,787	62,378,116
1885 - - -	3,624	8,985,412	6,335,753	1,748	62,207,439
1886 - - -	3,100	8,183,313	5,767,656	1,860	56,527,391
1887 - - -	3,137	8,430,043	5,903,024	1,881	57,862,371
1888 - - -	3,440	9,437,957	6,640,834	1,930	64,832,273
1889 - - -	3,425	9,605,745	6,783,187	1,951	66,167,579
1890 - - -	3,389	9,749,129	6,890,094	2,033	66,984,000
1891 - - -	4,207	12,217,986	8,698,777	2,067	83,422,101
1892 - - -	3,559	10,866,401	7,712,029	2,167	74,452,436
1893 - - -	3,341	10,753,798	7,659,068	2,292	70,667,361
1894 - - -	3,352	11,283,855	8,039,175	2,398	73,776,828
1895 - - -	3,434	11,833,637	8,448,383	2,460	78,103,718
1896 - - -	3,409	12,039,859	8,560,284	2,511	79,569,994
1897 - - -	2,986	11,123,403	7,899,374	2,645	72,830,545
1898 - - -	3,503	12,962,632	9,238,603	2,637	85,294,770
1899 - - -	3,607	13,815,992	9,895,530	2,743	91,318,772

*Note.*—The above figures include not only merchant vessels and mail steamers, but also warships and transports, as well as Government chartered vessels.

TABLE, No. 36.

## SUEZ CANAL TRAFFIC.

STATEMENT showing the NUMBER and TONNAGE of Vessels which passed through the  
(Extracted from the Yearly Returns of Shipping and Tonnage)

NATIONALITY.	1887.		1888.		1889.		1890.		1891.		1892.		
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	
British - -	2,330	6,372,586	2,625	7,335,063	2,611	7,478,370	2,522	7,438,682	3,217	9,484,609	2,581	8,101,904	1
German - -	159	364,215	163	393,319	194	463,226	275	731,888	318	870,548	292	809,014	2
French - -	185	567,065	187	576,993	168	547,602	169	555,941	171	616,964	174	635,585	3
Dutch - -	123	300,944	121	295,719	146	359,722	144	341,828	147	369,347	177	433,543	4
Italian - -	138	379,062	146	395,625	103	279,332	87	217,480	116	275,861	74	198,206	5
Austro - Hun- garian.	82	197,675	58	173,212	54	168,708	55	177,941	51	169,399	61	191,145	6
Other Nation- alities.	120	248,496	140	268,026	149	308,785	137	285,369	187	431,258	200	497,004	7
TOTAL - -	3,137	8,430,043	3,440	9,437,957	3,425	9,605,745	3,389	9,749,129	4,207	12,217,986	3,559	10,866,401	8

Note.—The above figures include not only merchant vessels and mail steamers,

TABLE, No. 36.

## SUEZ CANAL TRAFFIC.

SUEZ CANAL in each Year from 1887 to 1899, distinguishing the Principal Nationalities.  
of the Suez Canal which are issued by the British Directors.)

1893.		1894.		1895.		1896.		1897.		1898.		1899.	
No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.
1 245	7,977,728	2,386	8,326,826	2,318	8,382,075	2,162	8,057,706	1,905	7,389,237	2,295	8,691,093	2,310	9,046,031
2 272	798,929	296	887,363	314	977,029	322	1,120,581	325	1,194,106	356	1,353,161	387	1,492,657
3 190	702,634	185	710,990	278	1,005,051	218	819,919	202	807,995	221	891,642	226	940,125
4 178	443,148	191	484,570	192	497,903	200	520,994	206	532,272	193	526,478	206	583,011
5 67	183,492	63	181,149	78	224,358	230	594,179	71	198,161	74	208,418	69	200,625
6 71	251,468	78	278,792	72	248,985	71	233,922	78	265,231	85	300,251	101	371,364
7 158	396,399	153	414,165	182	498,236	206	692,558	199	736,401	279	991,589	308	1,182,179
8 3,341	10,753,798	3,352	11,283,855	3,434	11,833,637	3,409	12,039,859	2,986	11,123,403	3,503	12,962,632	3,607	13,815,992

but also warships and transports, as well as Government chartered vessels.

MERCHANT SHIPPING, 1899.

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TABLES  
SHOWING  
THE PROGRESS  
OF  
BRITISH MERCHANT SHIPPING.

(*Mr. Ritchie.*)

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*Ordered, by The House of Commons, to be Printed,  
19 June 1900.*

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[*Price 6½d.*]

218.

*Under 7 oz.*

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# LIGHTHOUSES ABROAD.

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AN ACCOUNT showing the DUES received, and EXPENDITURE incurred, in the CONSTRUCTION, REPAIR, and MAINTENANCE of LIGHTHOUSES in BRITISH POSSESSIONS ABROAD, during the Year 1898-99, prepared in pursuance of "The Merchant Shipping Act, 1894" (57 & 58 Vict. c. 60, s. 675).

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

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*Ordered, by The House of Commons, to be Printed,  
30 January 1900.*

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## LIGHTHOUSES ABROAD.

STATEMENT showing the DUES received, and EXPENDITURE incurred, in the CONSTRUCTION, REPAIR, and MAINTENANCE of LIGHTHOUSES in BRITISH POSSESSIONS ABROAD, during the Year 1898-99, prepared in pursuance of "The Merchant Shipping Act, 1894" (57 & 58 Vict. c. 60, s. 675).

## BASSES DUES, 1898-99.

RECEIPTS.				PAYMENTS.			
		£.	s. d.			£.	s. d.
Balance on 1st April 1898	- - -	8,420	13 4	For purchase of £5,721 9s. 2d. 2½ per Cent. Stock	- - - - -	6,000	- -
Interest on Investments	- - - - -	1,110	14 4				
Dues collected as under:	£. s. d.			Maintenance of Great and Little Basses, Minicoy, Dondra Head, and Barberyn Lighthouses	- - - - -	4,866	4 2
Bombay	- - - - - 677 2 10						
Burmah	- - - - - 803 13 8						
Calcutta	- - - - - 2,245 0 8			Exchequer and Audit Department, for Audit of Accounts, 1898-99	- - - - -	174	- -
Ceylon	- - - - - 567 8 11					11,040	4 9
Madras	- - - - - 270 17 0						
Mauritius	- - - - - 14 8 4						
Penang	- - - - - 157 17 8			Balance on 31st March 1899	- - -	7,251	2 3
Singapore	- - - - - 1,861 1 2						
Ports in the United Kingdom	2,146 6 8						
	8,793 16 11						
Less,—							
Light Dues refunded	- 33 17 7						
	8,759 19 4						
	£. 18,291 7 -					£. 18,291	7 -

## STATEMENT of BALANCES on 31st March 1899.

	£.	s.	d.	£.	s.	d.
In the hands of Her Majesty's Paymaster-General (adjusted for outstanding Orders and Transfers)	5,100	4	10			
Ditto Secretary of State for India	2,719	0	3			
Ditto Sundry Sub-accountants	193	5	1			
	8,102	10	2			
Less,—						
Due to Auditor General of Ceylon	794	13	7			
Due to Sundry Sub-accountants	57	3	4			
	851	10	11			
				7,251	2	3

In addition to the above balance there are investments of 20,000*l.* 2½ per Cent. Consols, and 28,953*l.* 10*s.* 5*d.* 2½ per Cent. Stock.

Board of Trade, }  
30 November 1899. }

*Cosmo Monkhouse,*  
Assistant Secretary.

Exchequer and Audit Department,  
Somerset House, London, W.C.

I hereby certify that the Statement of the Account of Dues, Merchant Shipping Act, as rendered by *Cosmo Monkhouse, Esq.*, Assistant Secretary to the Board of Trade, from 1st April 1898 to 31st March 1899, has been signed and passed by me under the 36th Section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

	£.	s.	d.
Charge	18,291	7	-
Discharge	11,040	4	9

and that on the said Account the Accounting Officer is indebted in the sum of Seven thousand two Hundred and Fifty-one pounds Two shillings and Three pence.

Given under my hand this 27th day of December 1899.

*Richard Mills,*  
Comptroller and Auditor General.

LIGHTHOUSES ABROAD.

---

AN ACCOUNT showing the Dues received, and  
EXPENDITURE incurred, in the CONSTRUCTION,  
REPAIR, and MAINTENANCE of LIGHTHOUSES in  
BRITISH POSSESSIONS ABROAD, during the Year  
1898-99, prepared in pursuance of "The Merchant  
Shipping Act, 1894" (57 & 58 Vict. c. 60, s. 675).

(Presented pursuant to Act of Parliament.)

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LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

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COPIES of REPORTS to the BOARD OF TRADE by the TRINITY HOUSE of DEPTFORD STROND and the COMMISSIONERS of NORTHERN LIGHTHOUSES, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 73, of Session 1899).

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Board of Trade, }  
January 1900. }

COURTENAY BOYLE.

---

*(Presented pursuant to the 652nd Section of the Merchant Shipping Act, 1894.)*

---

*Ordered, by The House of Commons, to be Printed,  
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COPIES of REPORTS to the BOARD OF TRADE by the TRINITY HOUSE of  
of their Inspection of LOCAL

No. 1. - - - - -

(F. & H. 14,064.)

RETURN of INSPECTION of LOCAL LIGHTS, &c., by the CORPORATION of

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.		
			Character.	System.					
<b>SHOREHAM :</b>	1899 :				<i>Feet.</i>				
At end of East Pier -	12 May -	Shoreham Harbour Trustees.	Green, F. -	Catadioptric.	17½	Oil	Good -	-	1
At end of West Pier -	12 „ -	- ditto -	- ditto -	-	18½	Oil	- ditto -	-	2
Within the Upper entrance 2.	12 „ -	- ditto -	{ White, F. - White, - Red, or Green, F. }	Catadioptric.	42	Gas	- ditto -	-	3
				Dioptric	23	Oil	- ditto -	-	4
<b>LEE-ON-THE-SOLENT :</b>									
On Pier Head -	24 May -	Sir J. C. Robinson	Green, F. -	Dioptric	16	Oil	Fair -	-	5
<b>BRIDPORT :</b>									
On East Pier Point -	10 June -	Harbour Commissioners.	Red, F. -	Catoptric	8 to	Oil	Good -	-	6
On West Pier Point -	10 „ -	- ditto -	Green, F. -	- ditto -	10	Oil	- ditto -	-	7
<b>PADSTOW :</b>									
On end of South Quay -	1 Aug. -	Harbour Commissioners.	Red, F. -	{ Single burner in ordinary street type lantern. }	20	Gas	Good -	-	8
On end of North Quay -	1 „ -	- ditto -	Green, F. -		20	Gas	- ditto -	-	9
<b>CLOVELLY :</b>									
On end of Pier -	1 Aug. -	Clovelly Court Estate.	White or Red, F.	Dioptric	24½	Oil	Good -	-	10
<b>ILFRACOMBE :</b>									
On Lantern Hill -	3 Aug. -	Trustees of Ilfracombe Harbour.	Red, F. -	Catoptric	127	Gas	Indifferent -	-	11
3 on East side of Outer Jetty.	3 „ -	- ditto -	- ditto -	-	18	Gas	Good -	-	12
On old Pier Head -	3 „ -	- ditto -	- ditto -	-	18	Gas	- ditto -	-	13
<b>WOODA BAY :</b>									
On each end of Pier Head	10 Aug. -	Messrs. Lake and Lake, Lincoln's Inn.	2 Red, F. -	-	22	Oil	Good -	-	14
<b>LYNMOUTH :</b>									
On the beach at the Rivermouth.	10 Aug.	Lynton Local Board.	White, F. -	Arc lamp	45	Electricity.	-	-	15

DEPTFORD STROND and the COMMISSIONERS of NORTHERN LIGHTHOUSES,  
LIGHTHOUSES, BUOYS, and BEACONS.

No. 1.

TRINITY HOUSE, in 1899, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1	—	As described in Channel Pilot, Part I., 1893.	Good	10	Black, can; also a large number of mooring buoys.	Good	Yes.	
2	—							
3	—							
4	—							
5	—	Black ball pilot flag on fore-shore, or vessels are smoked off by means of straw ignited on the beach.	—	1	Black oblong, mooring buoy.	—	—	
6	—							
7	—							
8	—	—	—	10	Black barrel	Good	Yes,	
9	—	—	—	1	Stepper Point Beacon, stone.	Good	Yes.	
10	—	—	—	—	—	—	—	
11	—	—	—	—	—	—	—	
12	—	—	—	—	—	—	—	
13	—	—	—	—	—	—	—	
14	—	—	—	1	White spherical, mooring.	Good	—	
15	—	—	—	—	—	—	—	Established to light up both the entrance to the port and the adjoining esplanade and street.

## No. 1.—RETURN of Inspection of Local Lights, &amp;c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
<b>Minehead :</b>	1899 :				<i>Feet.</i>			
On end of Pier : - -	11 Aug. -	G. F. Luttrell, Esq.	Green, F. -	—	19	Gas	Good - - -	1
<b>WATCHET :</b>								
2 on West Breakwater -	11 Aug. -	Harbour Commissioners.	Red, F. -	Catoptric	28	Gas	Good - - -	2
At head of outer protective breakwater, West side of Harbour.	11 „ -	- - ditto - -	ditto -	- ditto -	15	Gas	Fair - - -	3
<b>BRIDGWATER :</b>								
Buoys only - - -	15 Aug. -	Corporation - -	—	—	-	-	—	4
<b>BURNHAM :</b>								
At end of Causeway - -	15 Aug. -	Somerset and Dorset Railway Co.	White, F. -	—	10	Oil	—	5
<b>CLEDON :</b>								
On Pier Head - - -	15 Aug. -	Urban District Council.	Red, F. -	—	27	Gas	Very good -	6
<b>WESTON-SUPER-MARE :</b>								
Beacon only - - -	15 Aug. -	Commercial Cable Co.	—	—	-	-	—	7
<b>PORTISHEAD :</b>								
30 feet inside end of Pier -	15 Aug. -	Great Western Railway Co.	White, F. -	—	15	Gas	Good - - -	8
<b>RIVER AVON :</b>								
On East Pier at entrance to Avon.	17 Aug. -	Corporation of Bristol	Red, F. -	Dioptric	18	Oil -	Very good -	9
East side of Avonmouth Lock entrance.	17 „ -	- - ditto - -	ditto -	Gas lamp	15	Gas	- ditto - -	10
West side of Avonmouth Lock entrance.	17 „ -	- - ditto - -	Green, F. -	- ditto -	15	Gas	- ditto - -	11
2 at end of Wooden Pier, Avonmouth.	17 „ -	- - ditto - -	ditto -	—	—	—	- ditto - -	12
<b>Dumball Island :</b>								
North side - - -	17 „ -	- - ditto - -	White, F. -	Dioptric	42	Oil -	- ditto - -	13
South-West side -	17 „ -	- - ditto - -	ditto -	- ditto -	13	Oil -	- ditto - -	14
West extreme - -	17 „ -	- - ditto - -	Green, F. -	- ditto -	15	Oil -	- ditto - -	15
On Mainland inside Dumball Island.	17 „ -	- - ditto - -	ditto -	- ditto -	45	Oil -	- ditto - -	16
2 at yard arm near Dock entrance, Portishead.	16 „ -	- - ditto - -	{ ditto - } Red, F. -	{ Globe } lantern	30	Oil -	Good - - -	17
<b>RIVER SEVERN :</b>								
- - -	17 and 18 Aug.	Commissioners of the Port of Gloucester.	—	—	-	-	—	18

in 1899, pursuant to the 652nd Section of the Act 57 &amp; 58 Vict. c. 60—continued.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best position.	
1	—	—	—	2	Black, warping, flat, square, wooden.	—	—	
2	—	—	—	—	—	—	—	
3	—	Black ball	—	1	Black, warping, square, flat-topped, wooden.	—	—	
4	—	—	—	10	3 Black pear-shaped. 1 White pear-shaped. 6 Red pear-shaped. Perch beacons	Good.	—	
5	—	—	—	—	—	—	—	Occasional light, only used when a passenger steamer is expected.
6	—	—	—	—	—	—	—	
7	—	—	—	1 Beacon	In Uphill Bay, black base, white staff, red globe.	Good	Yes.	
8	—	Black balls	—	3	2 Black spherical. 1 Black conical.	Damaged Good	No. Yes.	
9	—	Black ball	—	—	—	—	—	
10	—	—	—	—	—	—	—	
11	—	—	—	—	—	—	—	
12	—	—	—	—	—	—	—	
13	—	—	—	—	—	—	—	
14	—	—	—	—	—	—	—	
15	—	—	—	—	—	—	—	
16	—	—	—	—	—	—	—	
17	—	Black ball	—	—	—	—	—	
18	—	—	—	5 Beacons	2 Black globes 1 Black, cross bars. 1 Black triangle. 1 White post	Good.	—	

## No. 1.—RETURN of Inspection of Local Lights, &amp;c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
PORTSKEWET:								
On Charstone Rock - -	1899: 17 & 18 Aug.	Commissaioners of the Port Gloucester.	White, oc- culting.	Catoptric	Feet. 18½	Oil -	Good - - -	1
On Mathern Cliff - -	"	- - ditto - -	White, F. -	- ditto -	51	Oil -	- ditto - -	2
On Chapel Rock - -	"	- - ditto - -	White and Green, F.	- ditto -	21	Oil -	- ditto - -	3
2 near Inwards Rocks -	"	- - ditto - -	White, F. -	- ditto -	{21 42½}	Oil -	- ditto - -	4
3 lights at Shepperdine -	"	- - ditto - -	White, F. -	- ditto -	{24 42½ 17}	Oil -	- ditto - -	5
2 at Fishhouse Farm -	"	- - ditto - -	ditto -	- ditto -	{18 37½}	Oil -	- ditto - -	6
Opposite Hayward Rock -	"	- - ditto - -	White and Red, F.	- ditto -	20	Oil -	- ditto - -	7
2 at Conigre Pill - -	"	- - ditto - -	White, F. -	- ditto -	{38 19½}	Oil -	- ditto - -	8
Sharpness New Docks: On North Pier Head -	"	- - ditto - -	ditto -	- ditto -	25	Gas -	- ditto - -	9
On South Pier Head -	"	- - ditto - -	Red, F. -	Nil -	25	Gas -	- ditto - -	10
On Lydney	"	- - ditto - -	White, F. -	—	20	Oil -	- ditto - -	11
3 on Severn Bridge - -	"	- - ditto - -	Red and White, F	Catoptric	-	Oil -	- ditto - -	12
Lyde Rock (near Beachley)	"	- - ditto - -	White and Red, F.	—	16	Oil -	- ditto - -	13
NEWPORT:								
At Powderhouse Point -	14 Aug. -	Harbour Commis- sioners.	White, oc- culting.	Dioptric	25	Oil -	{Lindberg system, occulting shades not revolving properly.	14
At Fifoots Point - -	14 " -	- - ditto - -	Red, oc- culting.	- ditto -	25	Oil -		15
PENARTH:								
2 at Dockhead, 1 on each Pier.	12 Aug. -	Taff Vale Railway Co.	Green, F. -	Catoptric	26	Gas -	Good - - -	16
2 on Post at Pier Head -	12 " -	Penarth Pier Co. -	Red, F. -	Dioptric	{26 20}	Gas -	- ditto - -	17
CARDIFF:								
2 on West side of West Dock entrance.	12 Aug. -	Trustees of the Marquis of Bute.	White, F. -	—	70	Elec- tricity.	Good - - -	18
2 on East side of West Dock entrance.	12 " -	- - ditto - -	Red, F. -	Catadiop- tric.	{25 20}	Gas -	- ditto - -	19
At West Dock entrance -	12 " -	- - ditto - -	ditto -	—	25	Gas -	- ditto - -	20
At East Dock entrance -	12 " -	- - ditto - -	White, F. -	—	25	Gas -	- ditto - -	21
3 on Dock extension, Outer Breakwater.	12 " -	- - ditto - -	Red, F. -	—	10	Oil -	- ditto - -	22
Roath Basin entrance -	12 " -	- - ditto - -	Green, F. -	—	25	Gas -	- ditto - -	23
Nos. 1 and 2 Landing Stage	12 " -	- - ditto - -	Green or Red, F.	—	-	Gas -	- ditto - -	24
Low Water Pier end -	12 " -	- - ditto - -	White, F. -	Dioptric	42	Oil -	- ditto - -	25

# REPORTS ON LOCAL LIGHTHOUSES, &c.

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in 1899, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60—continued.

Fog Signals.			Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.		
1	—	—	—	—	—	—	Good.	—	
2	—	—	—	—	2	Black spherical, mooring buoys.			
3	—	—	—	—	—				
4	—	—	—	—	—				
5	—	—	—	—	—				
6	—	—	—	—	—				
7	—	—	—	—	—				
8	—	—	—	—	—				
9	—	—	Red flag and black ball.	Good	—				
10	Bell - -	—	—	—	—				
11	Gong - -	Good -	—	—	—				
12	—	—	—	—	—				
13	—	—	—	—	—				
14	—	—	—	—	—		—	—	
15	—	—	—	—	2	Yellow and green conical.	—	—	
16	—	—	—	—	—	—	—	—	
17	—	—	—	—	—	—	—	—	
18	—	—	—	—	7	1 black can. 2 black barrel. 2 red flat. 2 red barrel.	Good -	Yes.	
19	—	—	—	—					
20	—	—	—	—					
21	—	—	Red flag with white cross and black ball, blue flag.	—					
22	Bell - -	Good -		—					
23	—	—		—					
24	—	—		—					
25	Bell - -	Good -	—	—					

## REPORTS ON LOCAL LIGHTHOUSES, &amp;c.

## No. 1.—RETURN of Inspection of Local Lights, &amp;c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
<b>BARRY DOCKS :</b>	1899 :				<i>Feet.</i>			
End of West Breakwater -	11 Aug. -	Barry Railway Company.	White, occulting.	Dioptric	40	Oil -	Good - - -	1
End of East Breakwater -	11 „ -	- - ditto - -	White, F. -	—	20	Oil -	- ditto - -	2
East Jetty Head -	11 „ -	- - ditto - -	Green, F. -	—	45	Electricity	- ditto - -	3
West Jetty Head -	11 „ -	- - ditto - -	Red or green, F.	—	38	Electricity.	- ditto - -	4
East Pier Head -	11 „ -	- - ditto - -	Red, F. -	—	50	Electricity.	- ditto - -	5
On Breakwater, Barry Island.	11 „ -	- - ditto - -	ditto -	—	16	Electricity.	- ditto - -	6
<b>PORTHCAWL :</b>								
At South-East end of Breakwater.	10 Aug. -	Great Western Railway Company.	White, red, and green, F.	Catadioptric	34	Gas	Good - - -	7
2 on inner part of Breakwater, 15 feet apart.	10 „ -	- - ditto - -	Red, F. -	- ditto -	{ 44 } 37	Oil -	- ditto - -	8
<b>PORT TALBOT :</b>								
South Pier -	8 Aug. -	Port Talbot Railway and Docks Company.	Green, F. -	Dioptric	25	Oil -	Good - - -	9
1 in Dock -	8 „ -	- - ditto - -	Red, F. -	- ditto -	28	Electricity.	- ditto - -	10
2 leading Lights {								
1 halfway down Channel.	8 „ -	- - ditto - -	ditto -	- ditto -	16	Electricity.	- ditto - -	11
2 Docking Lights on fore-shore, North side of entrance Lock.	8 „ -	- - ditto - -	Green, F. -	- ditto -	{ 45 } 30	Electricity.	- ditto - -	12
<b>BRITON FERRY :</b>								
At Dock -	10 Aug. -	Neath Harbour Commissioners.	Red or green, F.	—	20	-	Good - - -	13
3 on South side of entrance to Ferry Basin.	10 „ -	- - ditto - -	White, F. -	—	14	Gas	- ditto - -	14
River Neath :								
South end of embankment.	10 „ -	- - ditto - -	ditto -	Dioptric	20	Gas	- ditto - -	15
Middle of training wall	10 „ -	- - ditto - -	ditto -	- ditto -	10	Gas	- ditto - -	16
South end of training wall	10 „ -	- - ditto - -	ditto -	- ditto -	10	Gas	- ditto - -	17
<b>MUMBLES :</b>								
Railway Pier -	8 Aug. -	Mumbles Railway and Pier Company.	Red, F. -	Dioptric	34	Acetylene Gas.	Good - - -	18
On Mumbles Head -	8 „ -	Swansea Harbour Trustees.	White, F. -	Dioptric	114	Oil -	Very good - -	19

REPORTS ON LOCAL LIGHTHOUSES, &c.

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in 1899, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60—continued.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1	—	—	—	—	—	—	—	
2	—	—	—	—	—	—	—	
3	—	—	—	—	—	—	—	
4	Gong - -	Good -	Black ball, red flag.	Good.	—	—	—	
5	—	—	—	—	—	—	—	
6	—	—	—	—	—	—	—	
7	—	—	—	—	—	—	—	
8	—	—	Black ball -	Good -	—	—	—	
9	—	—	—	—	—	—	—	Tidal light.
10	—	—	—	—	1	Bell buoy, purple, brown and red, pear-shaped, top mark circular cage.	Good -	Yes.
11	—	—	—	—	—			
12	—	—	—	—	—			
13	—	—	—	—	6	1 Red, pear-shaped. 1 Red & black-pear-shaped. 4 Black.	Good -	Yes.
14	—	—	Black ball -	—				
15	—	—	—	—				
16	—	—	—	—				
17	—	—	—	—				
18	—	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—	—

## No. 1.—RETURN of Inspection of Local Lights, &amp;c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
	1899.				Feet.			
<b>SWANSEA:</b>								
On end of West Pier -	9 Aug. -	Swansea Harbour Trustees.	Red, F. -	Dioptric -	35½	Electricity.	Very good -	1
In same tower as above -	9 " -	- ditto -	ditto -	-	35½	Oil -	- ditto -	2
On end of East Pier -	9 " -	- ditto -	White, F. -	Arc lamp	33	Electricity.	- ditto -	3
2 at South Dock entrance	9 " -	- ditto -	Green or Red, F. -	-	44	Electricity.	- ditto -	4
2 at North Dock entrance	9 " -	- ditto -	ditto -	-	22	Electricity.	- ditto -	5
Inner end of West Pier -	9 " -	- ditto -	White, F. -	Dioptric -	18	Oil -	- ditto -	6
New Cut Bridge -	9 " -	- ditto -	Green or Red, F. -	-	52	Electricity.	- ditto -	7
Prince of Wales Dock, entrance 3 in a triangle.	9 " -	- ditto -	ditto -	-	33	Oil -	- ditto -	8
<b>LLANELLY:</b>								
Whitford Lighthouse -	9 Aug. -	Llanelly Harbour and Bury Navigation Commissioners.	White, F. -	Catoptric	40	Oil -	Good -	9
On South of Breakwater -	9 " -	- ditto -	ditto -	- ditto -	36	Oil -	- ditto -	10
<b>SAUNDERSFOOT:</b>								
On South Pier -	8 Aug. -	Bonville Court Coal Company.	Red and White, F.	-	20	Two candles.	Fair -	11
<b>TENBY:</b>								
On Pier Head -	8 Aug. -	Corporation of Tenby.	Red and White, F.	-	20	Gas	Good -	12
100 feet within extremity of Pier.	8 " -	- ditto -	Green and White, F.	-	15	Gas	- ditto -	13
Landing Stage of New Pier: 2 on South-Eastern Corner.	8 " -	- ditto -	Red, F. -	Dioptric -	{ 30 } { 24 }	Gas	Very good -	14
On North-Western Corner.	8 " -	- ditto -	White, F. -	- ditto -	28	Gas	- ditto -	15
<b>HAZELBEACH:</b>								
2 South of Mill Chimney -	5 Aug. -	Great Western Railway Company.	White, F. -	Dioptric -	{ 88 } { 41 }	Oil -	Good -	16
<b>CHURCHLAKE:</b>								
2 " " " " -	5 Aug. -	Great Western Railway Company.	White, F. -	Dioptric -	{ 46 } { 15 }	Oil -	Good -	17
<b>NEYLAND:</b>								
Floating Light at end of landing Pier.	5 Aug. -	Great Western Railway Company.	White, F. -	Globe lamp	5	Oil -	Good -	18

REPORTS ON LOCAL LIGHTHOUSES, &c.

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in 1899, pursuant to the 652nd Section of the Act 57 and 58 Viet. c. 60--continued.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1 Bell - -	Good.	—	—	—	—	—	—	
2 —	—	—	—	—	—	—	—	
3 —	—	—	—	—	—	—	—	
4 —	—	Black ball -	Good -	5	1 gas bell buoy 1 gas black conical. 1 black & white chequered drum. 2 red & black conical.	Good -	Yes.	
5 —	—	—	—					
6 —	—	—	—					
7 —	—	—	—					
8 —	—	—	—					
9 —	—	Black ball -	—	27 buoys	1 gas bell buoy. 4 gas buoys. 8 black can. 2 white can. 5 red can. 7 parti-coloured can.	Good -	Yes.	
10 —	—	—	—					
				2	Perch beacons (showing red lights.)	—	—	
11 —	—	—	—	2	1 warping, iron, cylindrical black. 1 mooring, wood, flat, black.	Good -	Yes.	
12 —	—	—	—	1, Will-house beacon.	Red, truncated cone.	Good -	Yes.	
13 —	—	—	—	—	—	—	—	
14 —	—	—	—	5 buoys	3 Mooring -	Good -	Yes.	
15 —	—	—	—		2 Warping -			
16 —	—	—	—	—	—	—	—	
17 —	—	—	—	—	—	—	—	
18 —	—	—	—	1	Black barrel -	Good,	—	

REPORTS ON LOCAL LIGHTHOUSES, &c.

No. 1.--RETURN of Inspection of Local Lights, &c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Light.	Local Authority	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
MILFORD:	1899.				<i>Feet.</i>			
Newton Noyes, on deck of Pier.	5 Aug. -	Milford Haven Dock and Rail- way Company.	Red, F. -	Globular lantern.	24	Oil -	Indifferent -	1
At Dock entrance on West Pier head.	5 „ -	- - ditto - -	ditto -	Ordinary	20	Gas	Good - - -	2
At Dock entrance, two on East Pier head.	5 „ -	- - ditto - -	Green, F. -	Catoptric	{ 20 } 17 }	Gas	- ditto - -	3
MILFORD HAVEN:								
Castle Pill, on swing bridge.	5 „ -	- - ditto - -	Red, F. -	Portable globular lantern.	-	Oil.	-	4

REPORTS ON LOCAL LIGHTHOUSES, &c.

13

in 1899, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60 — continued.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1 —	—	—	—	5 {	Red cylindrical, iron mooring buoys.	Good	-	This light requires to be increased in power and raised, as it is weak and to some extent obscured by coal shoot and railway trucks.
2 —	—	—	—					
3 —	—	—	—					
4 —	—	—	—					

REPORTS ON LOCAL LIGHTHOUSES, &c.

— No. 2. —

(F. & H. 17,616.)

REPORT by the COMMISSIONERS of NORTHERN LIGHTHOUSES on Inspection  
of LOCAL LIGHTS in 1899.

Northern Lighthouse Board,  
84, George-street, Edinburgh,  
27 February 1899.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit, for the information of the Board of Trade, copy of a Report by the Commissioners' Engineer, dated 16th instant, on his inspection of Harbour and Local Lights in Scotland during 1899, under "The Merchant Shipping Act, 1894," 57 & 58 Vict. c. 60, sect. 652, sub-sect. 4.

Excerpts from the Report are being sent to the various Harbours and Local Authorities concerned.

I am, &c.  
(signed) *James Murdoch*,  
Secretary.

The Assistant Secretary,  
Fisheries and Harbour Department,  
Board of Trade, London.

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REPORT of Inspection of HARBOUR and LOCAL LIGHTS.

I BEG to report the result of the Inspection of Harbour and Local Lights, made during the year 1899, in terms of the 652nd section of the Merchant Shipping Act, 1894 :—

The following lights were found in good order, namely :—

Cockenzie.	Corpach.
St. Andrews.	Uig.
Hopeman.	Black Mill Bay.
Lybster.	Craignish.
Oban Pier.	Lamlash.
Portree.	Kirkcudbright.
Mingary.	

*Whitehills Harbour*.—A fixed red light has been placed on the outer extremity of the breakwater of this harbour. The light is from paraffin, and is condensed by a dioptric apparatus.

*Duncansby*.—At the time of my inspection this light, which had been sanctioned by the Commissioners, was not in use, but on communicating with the County Council, the light, which is fixed red, has been reinstated.

*Croggan Pier*.—It was found that, although this light was well kept, there was no supply of spare glasses which could be used in case of accident. On communicating with the Authorities, spare glasses have been supplied.

*Stroma Pier Light*.—The light sanctioned by the Commissioners to be exhibited at this pier was not in use at the time of the inspection. The County Council, however, are taking steps to get this light established at once.

*Dunbeath Light*.—This light was not in use at the time of my inspection, but it has now been restored.

*Burnmouth.*—On inspecting the lights at Burnmouth Harbour, it was found that they had not been exhibited for 18 months. The lamps were found to be in a bad state of repair, and I directed the Trustees to have them put right without further delay. The fishermen complain greatly of the want of the lights, and some accidents may happen, if the lights are not exhibited as sanctioned by the Commissioners. The Trustees of the harbour do not, however, seem to appreciate the responsibility they are incurring by not exhibiting the lights.

*Eyemouth.*—On inspecting this light, it was found that the burners required to be renewed, and that the glass of the lantern and reflectors was dirty. I directed the attention of the Harbour Authorities to this state of matters and the defects have been remedied.

*Coldingham.*—It was found that the light apparatus for this harbour was away being repaired, and it has now been satisfactorily done.

*Port Seton.*—This light was found not to be well kept, and the fishermen complain that it could not be seen at any distance. As the incandescent burners, which are used here, require more constant attention than is at present given to them, I advised the Harbour Authorities to take them out and use batwing gas burners, to keep them constantly lighted, if they could not be attended to daily, and to see that the glass panes of the lantern are kept clean. The Harbour Trustees have undertaken that in future this light will be carefully attended.

*Morrison's Haven.*—This light was found to be in a very dirty state, the burner and fountain requiring to be put in order, as well as the inside of the lantern, which was also in a very dirty condition. The Preston-Grange Company have undertaken that this light will be better attended to in future.

*Fisherrow.*—The light at Fisherrow Harbour was found to be not well kept; the reflector was not bright, required to be secured in position, and placed vertically so as to face the light. The Trustees have since taken steps to remedy these defects.

*Whiting Bay, Arran.*—A fixed white light has been erected on the pier at Whiting Bay, which was opened for traffic in the month of February last. This light is well kept.

*Burghhead.*—The reflectors at this harbour require re-silvering, and this the Harbour-Master undertook to get done at once.

*Wick.*—The red light on the pierhead was found to be obscured by an accumulation of white deposit on the lamp glass from the gas used. The reflectors were also not kept brightly polished. I suggested to the Harbour Trustees that it would be well that they deputed one of their number to see that the lights at this important fishing station are properly attended to, and this they have agreed to do.

*Scrabster Harbour.*—This light was found to be well kept, but the reflector required to be re-silvered and a new duplex burner supplied, which the Harbour-Master was to attend to.

*Balintore Harbour.*—The light was so placed that it has been occasionally carried away by the sea, and the Harbour Authorities at present use a temporary light. The re-erection of the permanent light is under consideration.

(signed) *D. A. Stevenson,*

Edinburgh, 16 December 1899.

Engineer.

**LIGHTHOUSES, &c. (LOCAL INSPECTIONS).**

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COPIES of Reports to the Board of Trade by the TRINITY HOUSE of DEPTFORD STROM and the COMMISSIONERS of NORTHERN LIGHTHOUSES, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of Parliamentary Paper, No. 78, of Session 1899).

*(Presented pursuant to the 652nd Section of the Merchant Shipping Act, 1894.)*

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*Ordered, by The House of Commons, to be Printed ,  
31 January 1900.*

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[*Price 2d.*]

**MERCHANT SHIPPING (MERCANTILE MARINE FUND) ACT, 1898.**

# **LIGHT DUES.**

**REPORT OF A COMMITTEE**

**APPOINTED BY THE**

**BOARD OF TRADE**

**TO**

**EXAMINE THE CLAIMS AND SUGGESTIONS RECEIVED FOR  
EXEMPTION FROM LIGHT DUES,  
OR FOR ALTERATION OF THE EXISTING SCALE OR RULES.**

## **I.—REPORT.**

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**Presented to both Houses of Parliament by Command of Her Majesty.**

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## **MINUTE OF APPOINTMENT.**

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**AT THE COUNCIL CHAMBER, WHITEHALL,**

**This 10th day of March, 1900.**

**PRESENT :**

**THE RIGHT HON. CHARLES T. RITCHIE, M.P.**

---

**The Board of Trade are pleased to appoint the following gentlemen, viz. :**

**Mr. COSMO MONKHOUSE (Chairman),**

**Mr. CHARLES A. KENT,**

**Sir WALTER MURTON, C.B.,**

**Hon. T. H. W. PELHAM,**

**Captain the Hon. F. C. P. VEREKER, R.N., and**

**Captain GEORGE R. VYVYAN,**

**to be a Committee to examine the claims and suggestions received by the Board of Trade and the Trinity House for exemption from Light Dues, or for alteration of the existing scale or rules under the Merchant Shipping (Mercantile Marine Fund) Act, 1898, and to report thereon.**

**The Board of Trade are further pleased to appoint Mr. John Taylor to be Secretary to the said Committee.**

**(Signed) CHAS. T. RITCHIE.**

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# LIGHT DUES—(EXEMPTION, &c.), COMMITTEE.

## REPORT.

To the Right Honourable C. T. RITCHIE, M.P., President of the Board of Trade.

SIR,

WE HAVE carefully examined the claims and suggestions submitted to us by you in a Minute dated 10th March 1900, and have the honour to report as follows:—

We were directed to examine the claims and suggestions received by the Board of Trade and the Trinity House for exemption from light dues, or for alteration of the existing scale or rules under the Merchant Shipping (Mercantile Marine Fund) Act, 1898.

These claims and suggestions are consequent on the operation of the Act, by which a complete change was made in the system of levying dues for the erection and maintenance of lights, &c., by the three General Lighthouse Authorities of the United Kingdom.

The previous system was to charge every vessel a separate due for each lighthouse from which it might be assumed to have derived, or to be about to derive, benefit in the course of a voyage. Many complaints were made by shipowners as to the complexity and other disadvantages of that system, and in 1894 a committee (the Mercantile Marine Fund Committee) was appointed by the President of the Board of Trade to inquire *inter alia* into the principles upon which light dues were levied, and to advise what changes (if any) were desirable for adjusting such inequalities in the incidence of light dues as might be found to exist.

The recommendations of that Committee on these points were to abolish the old system of payment "by use," and to substitute one of payment "by voyage," and are embodied in the following section of the Merchant Shipping Act (Mercantile Marine Fund) Act, 1898:—

"5.—(1.) On and after the commencement of this Act the General Lighthouse Authorities shall levy light dues with respect to the voyages made by ships or by way of periodical payment, and not with respect to the lights which a ship passes or from which it derives benefit, and the dues so levied shall take the place of the dues now levied by those authorities.

"(2.) The scale and rules set out in the Second Schedule to this Act shall have effect for the purpose of the levying of light dues in pursuance of this Act, but Her Majesty may, by Order in Council, alter, either generally or with respect to particular classes of cases, the scale or rules and the exemptions therefrom.

"(3.) Before any Order in Council is made under this section, the draft thereof shall be laid before each House of Parliament for not less than thirty days on which that House is sitting, and if either House, before the expiration of the thirty days during which the draft has been laid before it, presents an address to Her Majesty against the draft, or any part thereof, no further proceedings shall be taken thereon, but this shall be without prejudice to the making of any new draft Order."

The Second Schedule to the Act (mentioned in sub-section (2) of the above section) which contains the scale and rules at present in force for levying light dues in pursuance of the Act is as follows:—

### SECOND SCHEDULE.

#### LIGHT DUES.

##### Scale of Payments.

- "1. One penny per ton per voyage for home-trade sailing ships.
- "2. Twopence farthing per ton per voyage for foreign-going sailing ships.
- "3. One penny halfpenny per ton per voyage for home-trade steamers.
- "4. Twopence three farthings per ton per voyage for foreign-going steamers.
- "5. An annual payment in the place of payments per voyage of one shilling per ton for tugs and pleasure yachts.

“Rules.

“(1.) A ship shall not in any year be required to make payments on account of light dues—

“(a) if the ship is a home-trade ship, for more than ten voyages; and

“(b) if the ship is a foreign-going ship, for more than six voyages; and

“(c) if the ship makes voyages during the year both as a home-trade and as a foreign-going ship, for more than ten voyages, counting each voyage made as a foreign-going ship as a voyage and a half.

“Provided that no steamer shall be required to pay more than one shilling and fourpence halfpenny per ton, and that no sailing vessel shall be required to pay more than one shilling and a penny halfpenny per ton in any year.

“(2.) A ship shall not pay dues both as a home-trade ship and as a foreign-going ship for the same voyage, but a ship trading from a port outside home trade limits, and discharging cargo or landing passengers or mails at any port within home-trade limits, shall be deemed to be on one voyage as a foreign-going ship, until she has arrived at the last port of discharge of cargo or passengers brought from beyond home-trade limits; and a ship trading to a port outside home-trade limits, and loading cargo or receiving passengers or mails at any port within home-trade limits, shall be deemed to be on one voyage as a foreign-going ship from the time she starts from the first port of loading of cargo or passengers destined for a port beyond home-trade limits.

“(3.) The voyage of a home-trade ship shall be reckoned from port to port, but a home-trade ship shall not be required to pay dues for more than three voyages in one month.

“(4.) The voyage of a foreign-going ship trading outwards shall be reckoned from the first port of lading in the United Kingdom or the Isle of Man of cargo destined for a port outside home-trade limits.

“(5.) The voyage of a foreign-going ship trading inwards shall be reckoned from her last port of lading outside home-trade limits to the last port in the United Kingdom or the Isle of Man at which any cargo laden outside those limits is discharged.

“(6.) Dues payable per voyage under this Act shall be payable and collected only at ports where a ship loads or discharges cargo or passengers or mails.

“(7.) The annual payments shall be payable at the commencement of the year in respect of which they are made, provided that a new vessel shall pay only one penny per ton for each month after the commencement of her first voyage till the first of April following.

“(8.) For the purposes of these rules—

“(a.) A ship's tonnage shall be reckoned as under the Merchant Shipping Act, 1894, for dues payable on a ship's tonnage, with the addition required in section eighty-five of that Act with respect to deck cargo, or in the case of an unregistered vessel in accordance with the Thames measurement adopted by Lloyd's Register.

“(b.) A year shall be reckoned from the day of the month on which this Act commences.

“Exemptions.

“There shall be exempted from dues under this Schedule :—

“Her Majesty's ships;

“Ships belonging to foreign Governments;

“Sailing ships (not being pleasure yachts) of less than one hundred tons, and all ships (not being pleasure yachts) of less than twenty tons;

“Vessels (other than tugs or pleasure yachts) when navigated wholly and *bonâ fide* in ballast, on which no freight is earned and without any passenger;

“Ships putting in for bunker coal, stores, or provisions for their own use on board;

“Vessels for the time being employed in sea fishing or in sea fishing service, exclusive of vessels used for catching fish otherwise than for profit;

“Ships putting in from stress of weather, or for the purpose of repairing, or because of damage, provided they do not discharge or load cargo other than cargo discharged with a view to such repairs, and afterwards re-shipped;

“Yachts and pleasure boats of under five ton registered shipping tonnage.”

The same Act abolished the Mercantile Marine Fund and created a fund, called the General Lighthouse Fund, to which all light dues levied under the Act by the General Lighthouse Authorities are now carried. The General Lighthouse Authorities are the Trinity House, the Commissioners of Northern Lighthouses, and the Commissioners of Irish Lights.

The claims and suggestions for alteration in the scale and rules which have been received down to the present date will be found in the correspondence, &c., printed in the Appendix, and may, with a few exceptions, be divided into two classes :—

1. Claims for total exemption in respect of certain voyages, on the ground that none of the lights, &c., erected and maintained at the expense of the light dues are of any use to vessels when engaged on those voyages.

2. Claims to partial exemption, on the ground that the light dues on certain voyages are heavier under the present than under the old system.

*I.—Claims for total exemption in respect of certain voyages, on the ground that none of the lights, &c., erected and maintained at the expense of the light dues are of any use to vessels when engaged on those voyages.* Letters Nos. 1 to 66.

This class includes claims from owners of vessels plying on inland waters like Lough Erne, Ullswater, Lough Derg, and the Norfolk Broads; and also on rivers, canals, harbours, and the coast. The reasons alleged for exemption may be said to be generally the same in principle, but they differ somewhat in detail. The traders between Fleetwood and Morecambe, the Joint Committee of the South-Western and Brighton Railway Companies (as regards their traffic between Portsmouth and Ryde) and others base their claim only on the contention that they make no use of the lights maintained at the expense of the General Lighthouse Fund. The Clyde Steam Ship Association and other shipowners trading on the Clyde point out also that their vessels carry goods between Glasgow and Greenock, and that there are no lights between Glasgow and Greenock under the control of the Northern Lighthouse Commissioners, the river between these points being lighted by the Clyde Navigation Trust. Other owners, like Mr. David MacBrayne and the Glasgow and South-Western Railway Company, whose vessels navigate the Clyde, point out that they have to pay light dues to this Trust.

Similar applications have been received in respect of certain vessels navigating the Mersey and the Manchester Ship Canal, which have to pay light dues to the Mersey Navigation Commissioners, and which ply only in waters which are neither lit nor marked by the General Lighthouse Authorities.

Others complain that they are paying light dues in respect of (a) voyages upon which they had to pay no light dues under the old system, (b) voyages by daylight only, (c) voyages on inland waters or within port, (d) ferry boats, (e) vessels employed as tenders only to other vessels in respect of which light dues are paid by their owners.

In reference to these points we would observe—(a.) The Act has established a new system of levying light dues which applies to these vessels, and we are of opinion that the fact that dues were not previously payable is not of itself sufficient to justify a continued immunity, unless it also involves a manifest injustice or inequality; (b.) Vessels, navigating by daylight only, benefit by unlighted buoys or beacons, they also benefit by lighthouses, which in the day time serve as landmarks, and by fog signals, all of which are provided and maintained at the expense of the General Lighthouse Fund; and it often happens that so-called “daylight voyages” do not terminate till after dark; (c.) The word “port” includes place, and we are advised that a voyage between any two places is a voyage within the meaning of the Act, even if they are both within the limits of a district which is treated as one “port” for other purposes; (d.) There seems no reason why ferry-boats should be exempted more than any other class of vessel, provided they ply in waters lit or marked by the General Lighthouse Authorities at the expense of the General Lighthouse Fund; (e.) Such tenders are clearly ships within the meaning of the Act, and are employed on valuable services, which could not be performed by the “other vessels.”

After careful consideration of all applications in this class we have come to the conclusion that there is only one ground advanced for total exemption from light dues, which we are prepared to admit, and that is, that a vessel during a voyage could have derived no benefit whatever from a light or mark maintained at the expense of the General Lighthouse Fund. This ground we regard as valid, for the following reasons:—

It is true that the Act clearly abolishes the system of paying “by use” by enacting that the “General Lighthouse Authorities shall levy light dues with respect to the voyages made by ships or by way of periodical payment, and not with respect to the lights which a ship passes or from which it derives benefit, and the dues so levied shall take the place of the dues now levied by those authorities,” but we do not think that it was intended or that it

would be just that light dues should be levied on ships which derive no benefit whatever from lights or marks maintained at the expense of the General Lighthouse Fund.

Nevertheless there is nothing in the Act which specifically exempts such cases; if they are to be exempted, an Order in Council under Section 5 (2) of the Act will be necessary.

We therefore recommend that no dues should be levied in respect of voyages entirely performed in waters neither lit nor marked by the General Lighthouse Authorities at the expense of the General Lighthouse Fund, and that any dues which have been paid since the commencement of the Act in respect of such voyages should be refunded.

With reference to this class of application we have been furnished by the Trinity House with the opinion of their Examining Committee as to the lights and seamarks maintained by the General Lighthouse Authorities on the routes taken by the vessels referred to in the correspondence. From this it would appear that, if our recommendation is adopted, exemptions would be granted to voyages within the following limits in respect of which exemption has already been claimed:—

<i>Limits.</i>	<i>Applicants.</i>
1. Between Runcorn and Liverpool and on the Manchester Ship Canal.	The United Alkali Co. of Liverpool. Messrs. J. Crosfield and Sons. Messrs. Monks, Hall, & Co. The Manchester and Liverpool Transport Co.
2. Between Fleetwood and Morecambe	- Inquiry by the Collector of Customs.
3. Between Portsmouth and Ryde	- London, Brighton, and South Coast Railway Co. London and South-Western Railway Co. Corporation of Middlesbrough, through the Collector of Customs.
4. Within the River Tees between Middlesbrough and Stockton.	-
5. Ferry in Milford Haven	- Coram & Co. Great Western Railway Co. City of Cork Steam Packet Co.
6. Ferry between Anglesea and Carnarvon	- Mr. Owen Lewis.
7. On Lake Ullswater	- The Ullswater Steam Navigation Co.
8. On the Norfolk Broads	- The Collector of Customs, Lowestoft (on behalf of owners).
9. On the Caledonian Canal	- Mr. David Macbrayne.
10. Between Glasgow and Greenock	- The Clyde Steam Ship Association. Messrs. Steel and Bennie. The Glasgow and Greenock Shipping Co. The Glasgow and South-Western Railway Co. Mr. David Macbrayne.
11. Ferry on the River Tay	- The Dundee Harbour Trustees.
12. Between Cork, Blackrock, and Passage	- The Cork, Blackrock, and Passage Railway Co.
13. On Lough Derg	- The Collector of Customs, Limerick (on behalf of owners).
14. On Lough Erne	- The Lough Erne Steamboat Co.

While, however, we recommend that exemption should be granted in respect of voyages in waters neither lit nor marked at the expense of the General Lighthouse Fund, we are unable to support any application in respect of voyages in waters so lit or marked. To grant exemption, or even partial exemption, on the ground that the lights or marks passed are few or of slight advantage would, in our opinion, involve too serious a departure from the principle of the Act. It may be added that it would be impossible to draw a line where such concessions should stop. The question of comparative use being once started, claim would succeed claim until the present system would become as complicated as the old, the principle of which would be practically restored.

Letters  
Nos. 67 to 98.

*II.—Claims to partial exemption, on the ground that the light dues on certain voyages are heavier under the present than under the old system.*

Claims of this kind have been received from shipowners and others engaged in the Baltic\* and North German trades from the east coast of Great Britain, the Australian trade, the Irish trade, the stone trade between North Wales and Liverpool, and the towing barge trade between the Tyne and the Tees.

\* The term "Baltic Trade" includes trade with ports on the coasts of Norway and Sweden.

There is no doubt that the effect of the change in the system of levying light dues has been to increase considerably the charges on vessels going to the Baltic from the east coast. The Hull Chamber of Commerce give the following table relating to four ships exclusively engaged in the Baltic trade, which will have to pay collectively during the year between three and four times as much as before:—

Letter  
No. 72.

	Number of Voyages made in 1897.	Light Dues paid in 1897.	Will Pay under New Scale.	Loss.
		£ s. d.	£ s. d.	£ s. d.
s.s. Milan	7	21 11 8	70 16 0	49 4 9
s.s. Bride	9	18 11 0	62 17 0	44 6 0
s.s. Joseph Somes	8	16 13 9	53 19 0	37 5 3
s.s. Southella	6	11 13 8	57 6 6	45 12 10

Sir Albert Rollit, M.P., gives lists of nine steamers belonging to Messrs. Bailey and Leetham which will pay about 49½ per cent. more, and of 19 steamers of Messrs. T. Wilson, Sons, & Co., in respect of which the increase is about 150 per cent. Other tables are contained in the correspondence to show that the increase is not confined to vessels engaged only in the Baltic trade, but that some mainly engaged in that trade, but making one or two voyages to the Mediterranean, also have to pay 50 per cent. more.

Letter  
No. 73.

The Grimsby Timber Importers' Association complain of the increased charges on cargoes of timber from Baltic and Russian ports, which they estimate at about eight times as much as under the old.

Letter  
No. 77.

Mr. F. Hartmann, of Goole, who has a large coal business to the Baltic ports, while giving no figures, declares that it will practically kill his trade.

Letter  
No. 78.

All these complaints and claims come from shipowners and others engaged in trade from the east coast of Great Britain to the Baltic. No complaints have been received in respect of the Baltic trade from ports on the west or other coasts of the United Kingdom, but a strong protest has been received from the Liverpool Steamship Owners' Association against granting any exemption to vessels engaged in the Baltic trade from the east coast. They point out that vessels sailing from that coast, if they have to pay a higher rate per ton in the Baltic trade, pay very much less in their other trades—east, south, Mediterranean and American, and with regard to the Baltic trade only it is obvious that if the claims of the east coast traders are admitted they will be granted a privilege which will act to the disadvantage of all others engaged in the Baltic trade.

Letter  
No. 79.

Though perhaps the figures given in these claims from the east coast Baltic trade may be open to some revision, they are sufficiently accurate to be accepted as evidence that this trade has under the new system to pay sums considerably in excess of what it had to pay under the old. But such evidence is scarcely necessary when we remember the increase in the rate per ton under the present scale. Under the old system a due was paid for each light passed, but the lights on the routes from the east coast to the Baltic were so few and the dues were so subject to deductions of various kinds that in some cases they almost disappeared. Thus, the full dues for a voyage by steamship from Hull to the Baltic by the direct route were 1 7/8d. per ton, but this was reduced by 50 per cent. and the residue by 65 per cent., so that the actual dues payable by a steamship were 1/4d. per ton only.

By this it will be seen that the light charge per ton on a single voyage from Hull to the Baltic by the direct route is 11 times as much as it used to be, but ships did not always take the direct route, their trade causing deviation from it which entailed payment for other lights. Messrs. Bailey and Leetham's tables show an average of about 1 1/4d. under the old system, and Messrs. Wilson's one of over 1/2d. per ton per voyage out and home (i.e., two voyages under the present system). Moreover, the effect of the

difference between the old and new rates is greatly modified by the fact that vessels now pay for six voyages only, whereas they used to pay for all. The average number of voyages of the Wilson Line would appear to be about 22 (ranging from 10 to 48) in the year, and 318 out of the 432 voyages made would be free under the new scale.

The tables given of specific voyages by Messrs. Bailey and Leetham's and Messrs. T. Wilson and Sons' vessels work out at 11*d.* per ton and 6½*d.* per ton per year respectively.

The rate from Hull and every other port in the United Kingdom to the Baltic is now 2¾*d.* a ton per voyage, with a maximum for the year of 1*s.* 4½*d.*

On the whole, though on certain vessels engaged in the Baltic trade (like those mentioned in the table on page 7) the charges may amount to four or five times as much as under the old system, the general burden cast on the Baltic trade as a whole may be fairly taken as very much less.

An increased charge, when applied to large fleets of steamers, must necessarily amount to large sums, but when we consider the complaints of "hardship," "injustice," and the like, applied to these increased charges, we must also take into account the circumstances which led to them and the charges paid before. They are one and all the result of the inequalities of the old system which the present Act was passed to correct. Under the old system, one port of the United Kingdom was in many ways, and sometimes very severely, handicapped against another in the same trade simply on account of its position on the coast.

A ship from London to Dublin paid ·31*d.* a ton, while one from Liverpool only ·043*d.*; a ship from Leith to the Mediterranean paid 5·98*d.* a ton, and one from Falmouth ·79*d.*; or to take the Baltic trade again, a vessel from Liverpool to the Baltic paid 2·63*d.* per ton, while one from Hull paid ·25*d.*, per ton only, and this notwithstanding that the Liverpool steamer had a longer voyage, involving more time, more wages, and greater risk. In this and other cases in which a shipowner has to pay more than before, the extra payment may be generally regarded as the measure of the advantage which he under the previous system had over other British shipowners engaged in the same trade from a different port, and as a removal of an old inequality rather than the creation of a new one.

It is not to be disputed that many shipowners, while paying more than before on one route, will pay so much less than before on others that they will gain on the whole by the new system, and it is manifest that such owners cannot from a personal point of view have any complaint against the new system. The rest—take for instance those engaged in the Baltic trade only—will doubtless suffer more than those who are engaged in other trades as well as the Baltic, but it does not appear to us to be equitable to charge a shipowner less for a particular trade because he does not employ his vessels in other trades, while any such differential treatment would be, in our opinion, contrary to the principle of the Act, and a cause of just complaint from other shipowners.

An equal, if not a greater injustice, would be done if any distinction were made in favour of a portion of the same trade; if, for instance, a reduction of dues were made in respect of voyages from Leith to New York and not in respect of voyages from Liverpool to New York.

There still remains the question whether some reduction might be made in favour of the whole Baltic trade without regard to the difference of rates under the new system, whether favourable or unfavourable. This question is of the more importance as a representation has been made by the German Government on the subject. The memorandum of the German Chargé d'Affaires states that the German traders represent themselves as heavily struck in their shipping with England by the new tariff, and suggests that the scale for the home trade should be extended to the Baltic traffic, or that the annual contribution from that traffic should be reduced to an amount equivalent to three times the unit established for a foreign-going ship. The latter suggestion would reduce the yearly maximum payable by a ship engaged in the Baltic traffic to 8½*d.* per ton, or less by 6¾*d.* than is paid by home-trade vessels. It is, therefore, not regarded as practicable by your Committee.

As to the extension of the home-trade scale to all vessels in the Baltic traffic, we have carefully considered whether there is anything in the conditions of this traffic which would justify a reduction in the scale at present applicable to the whole of the foreign trade.

The only condition of the traffic which would seem to justify consideration in this connexion would appear to us to be the closing of the Baltic by ice for a portion of the year, but when we regard the number of voyages to the Baltic which can be completed during the year, and the number of shipowners who employ the same vessels in other trades when the Baltic is closed, we cannot see any sufficient justification for placing the Baltic traffic on a different footing with regard to light dues from the rest of the foreign trade.

Another important consideration is the serious loss to the revenue of the General Lighthouse Fund which would be entailed by such a change. But this is not the only loss which the fund would in all probability sustain if the concession were granted. If it were granted to ports north of the present home-trade limits, the case of ports south of them would also have to be considered. Under the old system the Baltic trade and the trade to ports between Brest and Gibraltar were treated on the same footing. They constituted what was called the "half oversea" trade, with rates higher than those of the home trade but lower than those of the "whole oversea" or foreign trade. We do not know on what ground that which was granted to the Baltic trade could be refused to the trade with ports south of Brest on the west coast of Europe.

We regret that, for these reasons, we are unable to recommend an alteration of the scale in accordance with the suggestions of the German Government, but we do not think that German shipowners will have any legitimate ground for complaint while German and British ships have to pay the same dues.

Representations have also been made on the part of the Australian trade as to the consequences of the new scale. They are expressed in a letter from the General Shipowners' Society and another from fourteen steamship companies, including the Peninsular and Oriental, the British India, the New Zealand, the Shaw Savill and Albion, and other important companies. The General Shipowners' Society mention the case of a firm of shipowners who have sent them a statement, from which it appears that they will pay 1,882*l.* 14*s.* 4*d.* under the new tariff as against 1,786*l.* 17*s.* 1*d.* under the old, or an increase of 95*l.* 17*s.* 3*d.* on the year. The letter signed on behalf of the fourteen companies is more general and contains no estimate of losses under the new tariff. The Trinity House have, however, furnished us with the following comparative statements showing the net rates per ton chargeable on this trade under the old and new systems and the amounts payable per 1,000 tons respectively, from which it appears that the Australian trade from Glasgow and Newcastle will gain considerably by the new tariff, that the charges on the trade from Liverpool will be the same as before, and that the trade from London will have to pay an increase of 0·39*d.* a ton per voyage.

Letters  
Nos. 81  
and 82.

From	Rate.		Amount.	
	Old.	New.	Old.	New.
	<i>d.</i>	<i>d.</i>	£ <i>s.</i> <i>d.</i>	£ <i>s.</i> <i>d.</i>
Newcastle - - -	4·28	2·75	17 17 4	11 9 2
London - - -	2·36	"	9 16 11	"
Liverpool - - -	2·73	"	11 7 11	"
Glasgow - - -	5	"	20 16 8	"

It has been represented to us that the voyages in this trade are so long that the vessels engaged in it cannot obtain the same benefit from the exemption after six voyages as will be enjoyed by other trades, the Atlantic trade for instance, but after taking this point into consideration we are still unable to recommend any alteration in the present scale in favour of the Australian trade.

Letters  
Nos. 83 to 88.

Nor are we able to recommend that any alteration should be made in respect of the Irish trade, representations concerning which have been received from the London and North-Western Railway Company, the City of Dublin Steam Packet Company, and the Drogheda Steam Packet Company. The dues under the old system were extremely light, that to Dublin from Holyhead being  $\frac{1}{4}d.$ , with abatements of 50 and 65 per cent., and a further abatement of 50 per cent. if the lights were passed twice in 24 hours between midnight and midnight; they are now  $1\frac{1}{2}d.$  from and to any port in the Home trade, with exemption after 10 voyages. It is stated by the London and North-Western Company, writing when the old system was still in force, that "The feature in the present mode of levying the dues appears to be " where the voyages, or rather passages, are made there and back between " midnight and midnight only single dues are charged, whereas no such " difference is made between different classes of voyages in the scale " of the Bill." It seems to us that the large number of voyages made by these Irish steamers, the exemption from payment after 10 voyages, and the rule that home-trade ships are not required to pay dues for more than three voyages in one month, counteract any supposed grievance arising from this difference of practice.

Letter  
No. 86.

By the City of Dublin Steam Packet Company's letter of the 19th May 1900, it would appear that the charges on their steamers for the last year were 147l. 4s. 10d. more than they would have been under the old system. This is an increase of 50 per cent., but the Committee cannot suggest that the rules applicable to the whole home-trade should be relaxed on account of this addition to the previous charges.

Letter  
No. 89.

A stronger case than any others we have as yet commented upon, if the increase in dues payable is alone regarded, is presented by the "Justice League" in respect of steamers engaged exclusively in the stone trade between North Wales and Liverpool. These vessels used to pay about  $\frac{1}{10}d.$  per ton and now have to pay  $1\frac{1}{2}d.$  They are all apparently of the same tonnage, 72 tons, and make about 30 voyages in the year, for which they paid a gross sum of 17s. 6d. They would now pay 4l. 10s., or more than five times as much.

Letter  
No. 90.  
Letters  
Nos. 91 to 95.

Still stronger from this point of view are the cases of steamers trading between West Hartlepool and Hamburg, which pay 10 times as much, and of barges towed between the Tyne and the Tees, which pay about 13 times as much under the new system as under the old. The whole fleet of these barges, with a total tonnage of 1,729 tons, paid only 0·7d. per ton for the whole year, or 5l. 6s. 4d., whereas now they pay 72l. 0s. 10d. These barges make from 33 to 55 voyages in the year.

The Tyne Wherry Company base their application not only on the increase of charge, but on the nature of the craft, of the work in which they are engaged, and of the voyage. They say:—

"1st.—These barges are rigged with one jury mast, with foresail and jib to steady them. They depend entirely for their motive power on *towage* and are always in tow; *they are neither sailing vessels nor steamers*, they are a class of themselves, and as such should be exempt, or should be allowed to continue as at present.

"2nd.—These barges are engaged under contract in carrying raw material, viz., ore, pig-iron, salt, &c., at very low rates to and from the works and manufactories on the Tyne and Tees. The class of work is such that we do not compete with sailing vessels or steamers, because the works and factories must have frequent and regular supplies, and, therefore, cannot depend on sailing vessels, and, on the other hand, steamers will not undertake this work because of the nature of the berths and the very slow despatch in loading and discharge.

"3rd.—The voyage in tow from the Tyne to the Tees and *vice versa* only occupies  $4\frac{1}{2}$  hours from bar to bar, and we only pass two lights, viz., Souther Point and Hartlepool Heugh, and we claim that the amount we already pay is fully sufficient for the service we receive."

Though these barges are generally towed, they are rigged with a mast with foresail and jib. They are "ships" within the meaning of the Merchant Shipping Acts, while the number of voyages they take is very large.

Some still more remarkable instances have been given in respect of vessels running to the German coast, some in the home trade and others in the foreign trade. We are, however, unable to advise that even in such cases there is sufficient justification to relieve the owners of any portion of the rates now levied on all other vessels engaged in the same trade whether home or foreign. Letters Nos. 96 to 98.

Mr. P. Brown, of North Shields, calls attention to a grievance of another character. He points out that vessels trading to the River Eider have to pay foreign rates, while those trading to the Elbe pay home-trade rates. There is a distance of less than 20 miles between the mouths of the two rivers and we are of opinion that the scale for the home trade may properly be extended from the Elbe to the Eider. Letter No. 96.

In conclusion, we would submit that the view which appears to be entertained by some of the correspondents that it was the intention of the Act that no shipowner should pay more for light dues than under the old system is without foundation. The intention of the Act, so far as it relates to the levy of light dues, was to abolish a system which was complicated and unequal, and against which the strongest protests had been made by the shipping interest, and to substitute for it a more simple system and one more generally equitable between shipowner and shipowner. A very slight consideration is sufficient to show that this result could not be obtained without shifting some portion of the light dues from some voyages to others, and therefore from some shipowners to others; while other results have been to reduce the total yearly burden of the light dues to the extent of over 100,000*l.*,\* and to make the dues the same to all vessels engaged in the same trade whatever route they might take. The very small charges for some voyages under the old system have made the new system fall heavily on some of the complainants, while some of those who formerly paid higher rates have gained a considerable advantage; but this result was inevitable. The principle upon which the Act was founded was recommended by a committee upon which shipowners were strongly represented, and the Act was considered by a Standing Committee of the House of Commons specially strengthened by shipowning members. We see, therefore, every reason to hope that even the shipowners who suffer most by the provisions of the Act will be content to bear such an additional burden as it casts upon them without pressing for special privileges, the grant of which would subvert the principle accepted by their representatives for the benefit of the whole shipping interest.

The case of yachts which are laid up has also been considered by the Committee. We are advised that their owners are liable under the Act to make the annual payment, even though they never make a trip during the whole year. The Act has not, however, been put into operation with regard to such yachts, and we recommend that they should be formally exempted. Letter No. 26.

We, therefore, confine our recommendations to the following:—

1. That no light dues should be levied in respect of voyages entirely performed in waters neither lit nor marked by the General Lighthouse Authorities at the expense of the General Lighthouse Fund.
2. That all dues already levied in respect of such voyages should be refunded.
3. That the home-trade scale should be extended to voyages to ports between the Elbe and the north bank of the Eider inclusive.
4. That no annual payment should be required in respect of yachts which are laid up during the whole of any year ending 31st March.

---

\* The actual figures for 1898-9 and 1899-1900 were 624,297*l.* and 498,838*l.*, respectively.

The absence of Captain Vereker's name from the signatures to this Report is only too fully explained by his lamented death. We had the benefit of his valuable advice throughout nearly the whole of our proceedings and were assured of his concurrence in all our recommendations, with the exception of the fourth, which on account of his ill-health was never submitted to him.

We cannot conclude our report without recording our high appreciation of the valuable services of our secretary, Mr. Taylor, and of the zeal and ability with which they have been rendered.

We have the honour to be,

Sir,

Your obedient servants,

(Signed) COSMO MONKHOUSE,  
Chairman.

T. H. W. PELHAM.

WALTER MURTON.

G. R. VYVYAN.

CHARLES A. KENT.

J. TAYLOR, Secretary.

26 October 1900.

67  
UNIV  
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**MERCHANT SEAMEN.**

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# **REPORT OF A COMMITTEE**

APPOINTED BY THE

## **BOARD OF TRADE**

ON THE QUESTION OF

### **CONTINUOUS DISCHARGE CERTIFICATES FOR SEAMEN,**

WITH

MINUTES OF EVIDENCE, APPENDIX AND INDEX.

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#### **I.—Report.**

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**Presented to both Houses of Parliament by Command of Her Majesty.**

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1900.

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# MINUTE OF APPOINTMENT.

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AT THE COUNCIL CHAMBER, WHITEHALL,  
this 18th day of April 1899.

## PRESENT.

The Right Hon. CHARLES T. RITCHIE, M.P.

The Board of Trade are pleased to appoint

The EARL OF DUDLEY (Chairman),

Captain A. J. G. CHALMERS,

Mr. JOHN CLARK HALL,

Mr. WALTER J. HOWELL,

to be a Committee to consider and report on the steps which should be taken with a view to the introduction of a system of continuous discharges for seamen.

The Board of Trade are further pleased to appoint Mr. C. HIPWOOD to act as Secretary to the said Committee.

(Signed) CHAS. T. RITCHIE.

---



## REPORT.

TO THE RIGHT HONOURABLE C. T. RITCHIE, M.P.,  
&c., &c., &c.,  
PRESIDENT OF THE BOARD OF TRADE.

SIR,

In compliance with your Minute of the 18th April last we have considered what steps should, in our opinion, be taken with a view to the introduction of a system of continuous discharges for seamen. In the course of our enquiries we have directed our attention to the history of the present certificates of discharge and of the previous attempts that have been made to establish continuous certificates, and have also examined witnesses representing shipowners, shipmasters, seamen, and others.

(2.) We find that the use of certificates of discharge was first recognised by statute in 1729, and that they were again dealt with in 1796, but in neither case was there any specific enactment that such certificates were to be given to all seamen upon discharge. 2 Geo. II.,  
c. 36, s. 6.  
37 Geo. III.,  
c. 73.

(3.) In 1835 an Act was passed which entitled seamen to certificates of discharge, specifying the service they had performed, and in 1844 it was provided that these certificates should be on a particular form, but neither of these Acts provided for a report on conduct, character, and qualifications. 5 & 6 Will. IV.  
c. 19, s. 13.  
7 & 8 Vict.,  
c. 112, s. 13.

(4.) In 1850, however, it was enacted that seamen discharged before a shipping master\* might, if they chose, have a copy of the master's report on their conduct, character, and qualifications given to them, or endorsed on their certificates of discharge. This has continued to be the legal position up to the present day, but in practice every seaman so discharged receives a certificate containing a record both of his service and character, as it has not hitherto been understood generally by seamen that it rested with them to decide whether they would have the report of character endorsed on their certificates or not. 13 & 14 Vict.,  
c. 93, s. 99.

(5.) Various attempts have from time to time been made to adopt a system of continuous discharge certificates for seamen, viz. :

(a) In 1857 the Board of Trade issued a form of continuous discharge certificate, for which each seaman had to pay 1s. It contained provision for a report by the master on the ability, conduct, and sobriety of the seaman. Its use was purely voluntary, and the ordinary discharges continued in force at the same time. A considerable number of these certificates was issued during the first two years, but subsequently the demand fell off, the experiment was deemed to be a failure, and the form was withdrawn.

(b) In 1885 another form of continuous record of service was issued by the Board of Trade. This did not provide for any report of character; it was issued to only a few of the principal ports, and does not appear to have been brought specially to the notice of shipowners and masters, very few of whom at the present time know even of its existence. Its use was voluntary, and the ordinary discharges continued to exist at the same time. Only a limited number of these certificates has been issued.

(6.) These, we believe, are the only actual attempts that have been made to introduce continuous certificates of discharge in this country. Other movements, however, in the same direction have taken place, and these should be noticed, as of some interest.

---

\* These officers are now called Superintendents of Mercantile Marine Offices.

(7.) In 1882 leather cases in the shape of pocket books were provided, which seamen could buy for 6*d.* each, for keeping together the ordinary single-sheet discharges. Over 100,000 of these cases have been issued; but it should be borne in mind that they do not necessarily supply a continuous record of a seaman's service, but merely hold together such of his single-sheet discharges as he thinks fit to keep.

(8.) All men belonging to the Royal Naval Reserve are required to have a book containing a continuous record of their service in addition to the single-sheet discharges which all seamen receive. These books contain no record of character; they apply only to Reserve men, and they are maintained in operation by the fact that the Reservists' retainer cannot be obtained without them.

(9.) The Shipping Federation which, we are informed, includes about nine-tenths of the shipping of the United Kingdom, has instituted a registry and benefit system for the encouragement of steady seamen, and all seamen who desire to share in the benefits of this system are required to hold books containing a continuous record of their services. These books seldom contain any record of conduct, and are maintained in operation simply by benefits given by the Federation.

(10.) Continuous records of service are, we are informed, used for merchant seamen in Sweden, Norway, and Germany. None, however, provide for a record of the seaman's character. The Swedish book appears to have been instituted in connection with a seaman's pension fund, and the Norwegian and German books in connection with the laws as to naval and military service.

(11.) Continuous discharge certificates containing records of character have for some time been adopted for Lascar seamen shipping from the port of Bombay. The system appears to have worked well, but it applies at only one port, and there are facilities for applying a plan of this kind to natives which do not exist in the case of Europeans.

(12.) It will be seen that none of the certificates we have described are general and compulsory in their application, and at the same time admit of a record of character being entered in them, and that the experiments made in England in 1857 and 1885 were so incomplete in their nature, and were made in such circumstances, that they cannot be regarded as fair tests of the value or otherwise of a system of continuous discharge certificates.

(13.) The fact that these experiments were made, however, is evidence that there was a demand in this country for such certificates, and it is the fact that their introduction was recommended by the Royal Commission on Loss of Life at Sea in 1887, and by the Manning Committee in 1896. The witnesses before us have generally stated that it would do good, and some have strongly urged that it should be adopted.

(14.) It has been stated to us in evidence, and we concur in the view, that the present single-sheet discharges are unsatisfactory in many respects. The forms provide for no personal description of the holder, duplicates are easily obtained, and no difficulty is placed in the way of suppressing unfavourable discharges. Thus every facility is given for personation, and crimps and others have no difficulty in obtaining discharges, which they are able to use for their own purposes. Masters of ships, finding the system unreliable, do not always take pains to give the seaman the character he deserves. The consequence is that officers when engaging their crews cannot be sure that the discharges presented to them contain a true or complete record of the service and character of the man before them. On the other hand, it is urged that, if a proper form of continuous discharge certificate were adopted, officers would have more reliable information as to the men they were engaging, and that the men, knowing that particulars of their service, conduct, character, and qualifications were to be recorded in a permanent form, would be more careful in their behaviour, and thus discipline would be improved, and personation made at least more difficult.

(15.) We are impressed by these arguments, and advise that a system of continuous discharge certificates should be introduced under careful regulations, and after sufficient notice to all concerned. We have not thought it desirable to consider any scheme which would involve legislation. Under the present law it is left to the Board of

Trade to prescribe the form of certificate of discharge, and if they prescribe a continuous form of certificate as the only form to be used when seamen are discharged before a superintendent in the United Kingdom, a seaman must take this form or none. This is the only compulsion that can be used to enforce continuous discharge certificates, and it is to be observed that there is no power to require that the certificate shall contain a record of conduct, character, and qualifications. We are advised that, under the present law, it rests with the seaman to decide whether he will have the record of his character endorsed on the certificate of his discharge or not; and we think it is clearly contemplated by the Statute that he should have it so endorsed if he desires.

57 & 58 Vict.,  
c. 60, s. 129.

(16.) We accordingly recommend that the form approved by the Board of Trade for use in the case of seamen discharged before a superintendent in the United Kingdom, should be a continuous certificate of discharge in book form, that it should be the only form prescribed for use in such cases, and that it should provide for the endorsement upon it, if the seaman desires, of a copy of the master's report of his conduct, character, and qualifications.

(17.) We also recommend that a form should be provided upon which the seaman can, if he wishes, have a separate copy of this report, instead of having it endorsed on his discharge certificate.

(18.) To change the form of discharge used in the foreign trade, and to substitute, for the present single sheets, books containing a description of the holder as well as a record of his service and character, is calculated, if undertaken all at once, to throw too great an amount of work on the Mercantile Marine Offices, and to delay the engagement and discharge of crews. The number of seamen of all ratings in the foreign trade is estimated at 128,000. We recommend that the continuous certificates should first be applied to deck hands (53,000), then, at suitable intervals, to engine-room hands (25,500), stewards, &c. (26,500), and certificated officers (23,000).

(19.) In estimating the cost of effecting the change and maintaining the new system in operation, it is necessary to decide in the first place whether a central registry shall be established or not. The main advantages of keeping at a central office a register of all the books issued, together with a record of the services entered in them, are that it would probably tend to prevent misuse of the certificates and so check desertion, and would also enable lost certificates to be replaced without undue delay. The expense, however, in addition to the initial cost of over 5,000*l.*, which would be incurred in any case, would be about 1,800*l.* a year; and, looking to the fact that the certificate we recommend is simply to be introduced as an experiment and in substitution for the present form, we do not think there is sufficient justification for incurring so large an expense.

(20.) The difficulties in the way of forming a reliable estimate of the cost of the lesser scheme we recommend are considerable, but we think the initial expenditure may be roughly estimated as follows:

	£
Continuous Discharge Books (128,000 at 52 <i>s.</i> per 100)	3,328*
Clerical assistance at Mercantile Marine Offices	1,700
Incidentals, including standards for taking height	100
Total initial cost	£5,128
And the annual expenditure—	£
8,000 Continuous Discharge Books (new issues and renewals)	208*
Clerical assistance	375
Total annual cost	£583

\* Against this must be set off the cost of the present discharge certificates. A continuous discharge book to contain a record of 40 voyages will cost slightly over 6*l.*; 40 of the present discharge certificates cost just about the same amount. Therefore, the mere substitution of books for single sheets will, in itself, not ultimately entail any extra expense, and the net cost of introducing the new scheme will be—initial cost, 1,800*l.*; annual cost, 375*l.*

(21.) The initial and the annual cost would be greatly reduced if the seamen were required to pay for the books. But, although the price charged would be small (6d. each), and the books might be more valued if so bought, we do not think it advisable (even if there is power to do so) to mark the introduction of a new system by charging the men for a form with which they have hitherto been provided free of expense.

{P.P.—C. 4700,  
p. 19.) (22.) We are aware that a system of this kind will not fully meet the views of all parties, and that opinions for which we have great respect have been expressed, that a system of continuous discharges cannot be completely successful unless supported by fresh legislation.

(23.) It was, for instance, stated in a report to the Board of Trade in 1886, by the then Assistant Secretary for the Marine Department, that continuous discharges would be useful to every one except, perhaps, some seamen, but that it would be impossible to maintain them without stringent laws as to rating and manning, and that even then they would probably be a failure.

(24.) But conditions have materially changed since 1886, and we think that so despondent a view of the matter need not be taken now. We would, moreover, again call attention to the fact that the official attempts to institute continuous discharge certificates were incomplete and were not fully made known to those concerned.

(25.) It has, further, been represented to us that all seamen should be compelled to have continuous discharge certificates, and to have their character entered on them each voyage. Some witnesses have advocated the adoption of certificates of competency for seamen, and others have recommended that quasi-magisterial powers should be conferred on superintendents of mercantile marine offices, to settle disputes between masters and seamen as to character.

(26.) We are unable to adopt any of these suggestions. We regard them, in fact, as being outside the terms of our reference, and as involving legislation. The adoption of any one of them would, moreover, probably provoke opposition; whereas the more limited action we advise will, we believe, be approved or acquiesced in by all or nearly all concerned.

(27.) We are not sanguine enough to think that a mere change in the form of the discharge certificate will effect any immediate or radical alteration in the character of merchant seamen; but while there is no doubt that the present form is unsatisfactory, there is reason to believe that a continuous form of certificate would go far to meet the views of those who have complained of the present form, and would tend, if properly supported by owners, masters, and seamen, to raise the standard of discipline on merchant ships.

(28.) Should the Board of Trade decide to issue the new form, it will rest with owners and masters to make it a success by seeing that the characters given in all cases are such as the seamen deserve, and that, as time goes on, no seaman, save under urgent or exceptional circumstances, is engaged on board a British ship without one of these continuous certificates.

(29.) Our Chairman, Lord Dudley, has proceeded on military service to South Africa. We were therefore deprived of the advantage of his chairmanship at our last meeting to take evidence; but from the several discussions we have had under his direction, we have every reason to think that he concurs in the principle of our recommendations.

We have the honour to be,

SIR,

Your obedient Servants,

(Signed) WALTER J. HOWELL.  
ALFRED J. G. CHALMERS  
J. CLARK HALL.

C. HIPWOOD, Secretary,  
7th March, 1900.

# REPORT OF A COMMITTEE

OF THE

## BOARD OF TRADE

ON THE

### CONTINUOUS DISCHARGE CERTIFICATES FOR SEAMEN,

AND

MINUTES OF EVIDENCE, APPENDIX AND INDEX.

#### II. MINUTES OF EVIDENCE, APPENDIX AND INDEX.

*Presented to both Houses of Parliament by Command of Her Majesty.*



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Mr. ECKELL - - -	Acting Vice-Consul, Swedish and Norwegian Consu- late-General, London - - - - -	619-712
Captain G. H. BARCLAY -	Master Mariner - - - - -	713-819
Lord MUSKERRY - -	- - - - -	820-902
Captain S. R. CHANDLER -	Master Mariner - - - - -	903-1071
Captain W. HALL - -	Master Mariner - - - - -	1072-1189
Captain J. CARRINGTON -	Master Mariner - - - - -	1190-1244
Captain W. K. PRITCHARD	Master Mariner - - - - -	1245-1302
Mr. J. H. BEAZLEY - -	Shipowner - - - - -	1303-1418
Mr. J. H. WILSON, M.P. -	President, Sailors' and Firemen's Union - - -	1419-1544
Mr. J. E. FOLEY - - -	Local Secretary, Sailors' and Firemen's Union - -	1545-1674
Mr. D. J. KENNY - - -	Local Secretary, Sailors' and Firemen's Union - -	1675-1730
Mr. J. HENSON - - -	Local Secretary, Sailors' and Firemen's Union - -	1731-1836
Mr. J. BENNET - - -	Local Secretary, Sailors' and Firemen's Union - -	1837-1872
Mr. T. CAREY - - -	Local Secretary, Sailors' and Firemen's Union - -	1873-1941
Mr. W. BROWN - - -	Local Secretary, Sailors' and Firemen's Union - -	1942-1998
Captain T. D. BULKELEY -	Master Mariner - - - - -	1999-2077
Mr. G. A. LAWS - - -	General Manager, Shipping Federation - - -	2078-2493



# MINUTES OF EVIDENCE.

## FIRST DAY.

Tuesday, 9th May, 1899.

### PRESENT :

The Right Hon. The Earl of DUDLEY (*Chairman*).

Captain A. J. G. CHALMERS.

Mr. J. CLARK HALL.

Mr. W. J. HOWELL.

Mr. C. HIPWOOD, *Secretary*.

Mr. WALTER MURTON, C.B., Solicitor to the Board of Trade, called ; and Examined.

Mr. Walter  
Murton, C.B.

9 May, 1899.

1. (*Chairman*.) In opening the consideration of this question, the Committee are anxious to obtain your advice upon the legal bearings of one or two points that I understand have arisen with regard to it. Would you mind explaining to us what these points are and what your views are upon them?—The main point, I understand, arises under section 129 of the Merchant Shipping Act, 1894, and the question is, whether the option of having a copy of the report of character or of endorsing it upon the discharge rests with the seamen or with the superintendent.

2. I will read the section. It provides that the master shall give to a discharged seaman "a certificate of his discharge in a form approved by the Board of Trade, specifying the period of his service and the time and place of his discharge, and if the master fails to do so he shall for each offence be liable to a fine not exceeding ten pounds"—That is section 128. Section 129 deals with a different subject matter, namely, the report on the seaman's character.

3. I had better read the 129th section: "Where a seaman is discharged before a superintendent, the master shall make and sign in a form approved by the Board of Trade a report of the conduct, character, and qualifications of the seaman discharged, or may state in the said form that he declines to give any opinion upon such particulars or upon any of them; and the superintendent before whom the discharge is made shall, if the seaman desires, give to him or endorse on his certificate of discharge a copy of such report (in this Act referred to as the report of character)"—The question upon this is, with whom rests the option of deciding whether the seaman shall receive a copy of the report or whether the report shall be endorsed upon the certificate of discharge.

3A. In fact, whether it is a matter for the seaman or the superintendent? We have here a copy of the certificate of discharge in use at present?—You will observe that there "ability" has been adopted as the word to describe qualifications.

3B. The Act says, "conduct, character, and qualifications," but if a man wants a statement by the ship master as to his character, where does he get it?—That is comprised in conduct. The desire for brevity has governed the whole procedure.

3C. It is quite conceivable that conduct and character may be different. Has the wording of the Act been precisely complied with in that certificate?—Not in terms.

4. (*Mr. Howell*.) The seaman really has no option at present. A space is left for his character, and the master is required under our present regulations to put the character there. The point which has arisen under Section 129 is whether that option does not rest with the seaman?—The question is somewhat doubtful, but my

view is that in strictness the option rests with the seaman. The superintendent is put in motion by the seaman's option. The whole action taken by the superintendent is taken only upon the expression of the seaman's desire, and the natural inference from the language used would seem to be that it is the seaman's desire that governs also the question of what he is to receive. The action of the superintendent appears to be simply ministerial.

5. (*Chairman*.) I cannot conceive how it could be otherwise. Can you give me a concrete case to the contrary? Would you mind pointing out how it can be argued that the superintendent has any option in the matter at all?—I took the Section and formed my own opinion upon it. I have stated that opinion. No doubt some arguments could be found to the contrary, but I don't see how these could prevail.

6. Do you think that Section 129 contemplated a separate form?—Certainly.

7-8. (*Mr. Howell*.) If the seaman desires it?—The two Sections are really quite distinct. The first of them, viz., 128, provides for a master in every case giving to a seaman a certificate of discharge. That document is not put upon record, and does not go to the Registrar-General of Seamen for preservation; but when you come to the next section, viz., 129, something quite different is contemplated and dealt with.

9. (*Chairman*.) What is the object first of all of the certificate of discharge?—To show that a man has been serving in a particular ship and where he was discharged.

10. It is a record of service?—Yes, pure and simple. The great distinction between these two documents is that the one remains in the custody of the seaman and no record is kept of it in the Registrar-General of Seamen's office, whereas the other, according to the second subsection of 129, has to be sent to the Registrar-General of Seamen to be recorded.

11. I understand that the object of a certificate of discharge is to enable a seaman to prove his service?—Yes. The report of character is contained in the official log, where there is a column for ability and general conduct.

12. To begin with, a certificate of discharge which merely carries out the enactment of Section 128 need not have upon it any of these round discs. They are really, I suppose, outside the view of Section 128?—Yes. If you want confirmation of that view of Section 128, I may suggest you should turn to Sections 260 and 261, which also obviously apply to all ships, to every case of a seaman being discharged from his ship in the United Kingdom, whereas you will find from the opening words of Section 129 that they provide only for the case of a seaman who is discharged before a superintendent; that is to say, the one applies to all cases, the other applies to a more limited class, where the seaman is discharged before the superintendent.

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13. When is a seaman ever discharged before anybody other than a superintendent?—

(*Captain Chalmers.*) In the home trade and in coasting ships he may be discharged in the presence of the master.

14. And abroad?—

(*Captain Chalmers.*) Abroad before a consul.

15. Is the consul a superintendent?—The consul exercises special powers.

(*Mr. Clark Hall.*) The consul takes the place of a superintendent.

16. (*Chairman.*) Can a man ask for a report of his conduct under Section 129 when he is discharged before a consul?—That is provided for in another set of sections, namely 240 and subsequent sections. The master of every ship, except Scotch coasting ships, is required to keep an official log containing, among other things, a statement of the number and names of the crew, and the conduct, character, and qualifications of each of his crew, or a statement that he declines to give an opinion upon these particulars. In view of the requirements of the two different sections, the discharge and the report of character have been combined in one form for the sake of brevity and practical convenience; but the seaman can obtain the latter from the Registrar-General of Seamen as an extract from the official log.

17. Our Board of Trade forms, without the round spaces for character and ability, would satisfy the requirements of Section 128?—Yes.

18. Then we come to Section 129, by which a seaman discharged before a superintendent has the option of demanding a report of his character, conduct and qualification. Apparently by the wording of the section it is there contemplated that a different form should be given?—Yes, at the option of the seaman, or that it should be endorsed upon his certificate of discharge, which is in his own custody.

19. If he so demands, I suppose it is endorsed in these round spaces; but supposing the seaman asks for a separate report, how is it to be given to him?—Only as an extract from a different document, viz., the official log.

20. There is apparently no Board of Trade form for it?—That is the difficulty of the present arrangement.

21. In practice he must either take his record of character in these round spaces or leave it?—That is so at the present time. Upon the point whether a certificate of discharge is a separate thing, I may say that in the case of seamen left abroad on the termination of their service, the master is required by Section 186 to give to such seamen a certificate of discharge on the form approved by the Board of Trade; but nothing is said about character.

22. In the case of a seaman discharged abroad?—When his service terminates in any place out of Her Majesty's dominions.

23. Is the same form used in Continental ports?—

(*Mr. Clark Hall.*) It may not perhaps be strictly legal, but the consul there acts as superintendent, and puts the "G." or the "V. G." or cross or "Decline" upon the certificate.

24. If he follows out Section 129, and assumes the responsibilities and duties of a superintendent he goes further than section 186?—Yes.

25. Section 129 provides that where a seaman is discharged before a superintendent he shall have the option prescribed. And you have told us that the cases in which men are not discharged before a superintendent in the United Kingdom are in the coasting trade, where they may be discharged on board ship before the master. Would a man, therefore, if discharged before the master, have a right to demand a report on his conduct and character?—Apparently not.

26-27. Your opinion is that under Section 129 the option rests with the seaman alone?—Yes.

28. The superintendent is merely put in motion by the seaman?—Yes; and his action is governed by the wishes of the seaman.

29. What is the next point?—The next point is this. Assume that a system of continuous discharge and record of character is adopted, and the seaman applies for extracts from it—not for a complete copy—may you give him exactly what he asks for, which is a selection of the agreements on which he had a good character, and the suppression of cases where he had a bad character, or can you compel him to take the whole document, and

make him pay for it. I think there can be no question that he is entitled to have exactly what he asks for, and to pay for what he asks. You cannot compel him to take any more. The word extract is quite explicit; but the Registrar-General of Seamen or Board of Trade in giving the copy of what is required would probably take care that something on the face of the document would show that it was merely an extract from a particular part of the man's service, and not a record of the whole of it. It would be quite easy to do that, so as to put any master to whom the seaman applied for an engagement upon inquiry where the man was within certain dates, and where his report of character for these periods was. That point is covered by Section 695.

30. I don't quite follow you. Section 695 deals, does it not, with documents being admissible in evidence? Does not that mean that these documents held by the Registrar concerning ships and seamen shall, if wanted in a court, be produced when so required?—You will find the clause provides that the officer shall furnish a certified copy of such documents to any person applying at a reasonable time for the same without qualification as to the purpose for which the document is wanted.

31. When you talk of documents being admissible in evidence, does not that mean in Court?—No doubt that is its primary meaning. But documents which any person is allowed to apply for a copy of, and which an officer is required in such unqualified terms to furnish, cannot be limited to that particular purpose.

32. Does Section 694 govern 695?—In Section 256 you will find another instance of the phrase "admissible in evidence" being used.

33. (*Mr. Howell.*) When a document is admissible in evidence a seaman has a right to apply for a copy of it?—That is so. And that applies to the case of the official log, which is a document declared to be admissible in evidence. It contains the character report, and the seaman has a right to ask for a copy of it.

34. (*Chairman.*) I don't quite understand why it is necessary to enact specifically that these documents should be admissible in evidence. I thought a Court had always the right to call for any document?—Yes. The question of admissibility always arises in a court of law when a document is put in, but that question is precluded in this instance by the provision attached to this enactment that these documents shall be admissible. There is often a long discussion in courts as to whether documents are or are not admissible in evidence.

35. So in order to avoid such discussion all these papers which the Registrar keeps are admissible in evidence?—That is a little qualified by the statement that all superintendents or officers of customs shall take charge of all documents which are delivered or transmitted to or retained by them in pursuance of this Act. That may not mean every document, but only documents delivered to such officers in the course of their duty, or so obtained by them. Of course, that is a wide description in itself.

36. Does this make any change in the general order of things? Is not every paper that is admissible in evidence and that is kept by a public department viewable by anybody upon payment of a fee?—I cannot answer that question without qualification.

37. At any rate, under this Act it is so, so far as these documents are concerned?—Yes.

38. Any seaman can go and demand extracts from any document admissible in evidence?—Yes.

39-40. Can he demand an extract without the context? The log contains a list of the crew and reports of character in two columns as to ability and general conduct; but a seaman's ability might be good whilst his general conduct might be infamous. Could he go to the registrar, and on payment of a fee obtain from him an extract from the log book, which says his ability is good without any accompanying record of the fact that his general conduct is very bad?—The Act provides for an extract, and I think the man may get what extract he likes; but I suppose the Registrar General of Seamen would take care that it was clearly shown to be merely an extract.

41-42. Is this the answer, then—that, although a man can do that, still if he tries to use such an extract to obtain employment afterwards, the omissions would be so obvious that the document might be rather a hindrance than a help to him?—That is so, and, as I said before, in a case of that kind the Registrar General of Seamen would probably take care that some warning words were inserted. My answers, I should say, depend upon the form

of the certificate of discharge. It has always to be remembered that a discharge as such is simply a record of service, and has nothing to do with qualifications or character. This Committee is, I believe, sitting on the question of continuous discharges, but it must not be forgotten that the certificate of discharge does not, so far as the existing Act is concerned, contain any record of character at all. It is a document of which the sailor has the custody, and no record of it is kept by the Registrar General of Seamen. Whether you adhere to the present form, or so alter it as to make it a continuous discharge, the Registrar General of Seamen has nothing to do with it as the Act at present stands.

43. Although the Registrar General of Seamen might be able to obtain information from the log, I assume that would involve considerable labour. Suppose that we wish to put in force some form of continuous discharge, would it not, in order to carry that out, be necessary that we should change the practice at present in force, not only in the United Kingdom, but abroad as well? I mean, would the whole practice of discharging seamen before consuls abroad and superintendents in England, or before masters on board ship, have to be all altered?—That would all depend on the form the Board of Trade prescribe.

44. Would a change of that sort be in the power of the

Board of Trade by purely administrative methods?—Yes, so far as it concerns the form.

*Mr. Walter Merton, C.B.*

9 May 1899.

45. But if we were to enforce the inclusion in the certificates of discharge of records of ability and character as well, would that require legislation?—The two have hitherto been combined.

46. But I am supposing that we wanted to have a form of continuous discharge bearing upon it the record of ability and conduct compulsorily added, and which would no longer be simply within the option of the seamen to obtain, would that require legislation?—Yes.

47. We should practically, then, be amalgamating sections 128 and 129, and eliminating that part of 129 which leaves the seaman an option?—That would clearly require legislation.

48. (*Mr. Howell.*) I think the third point is scarcely worth mentioning?—I understand it is whether you could apply the system of continuous discharge to deck hands only or to all seamen in the foreign trade, and upon that point, as long as you comply with section 128 in regard to discharges, you can do as you like.

49. If we wanted to limit it to deck hands, we might have a form for them and another form for the other people?—Yes. But the inconvenience of it is another question.

*Mr. EVERARD HOME COLEMAN* was called ; and Examined.

*Mr. Everard Home Coleman.*

50. (*Chairman.*) You are kind enough to come to give the Committee the benefit of your experience at the office of the Registrar-General of Seamen, where I understand you used to be employed?—I was there from the commencement of the system or within a very short period after the commencement ; in fact, as soon as the Act was passed and we got into working order.

51. And prior to that you were at the Admiralty?—Yes, I was there for eighteen months or two years.

52. So that you have had a prolonged experience of shipping questions in both branches?—Yes, it extends from the day after the House of Commons was burnt down in 1834 ; it was then I went to the Admiralty.

53. Whilst you were at the office of the Registrar there was an attempt made, I think, to establish what was called a register ticket with regard to the discharge of seamen?—There were discharges before the introduction of the ticket. Prior to the passing of the Act of 1835, in the reign of King William IV., the issue of a discharge was optional ; some masters gave them occasionally, and the seamen might look for them occasionally, but there was no compulsion on either side. They were freely given and freely disposed of, and men did not place value upon them.

54. It was in those days entirely in the master's option whether he granted any certificate of discharge at all?—Yes, they were not provided for under any Act of Parliament.

55. Before proceeding to tell us more about the register ticket, perhaps you would like to read to us your own notes giving a resumé of your experience in connection with these matters?—Yes. I have stated that prior to the passing of the Act of 1835 the issue of a discharge was optional. Few were issued and few were demanded.

56. What was that Act?—It was the 5th and 6th William IV., Cap. 19, passed in August, 1835. By that Act, Section 13, seamen were entitled to receive from the master a certificate of discharge specifying their period of service and time and place of discharge, but no account of character or conduct was given or required. There was a penalty of £5 to be paid to the seamen.

57. (*Mr. Howell.*) I suppose that was a penalty if the master did not give the seaman a certificate on application?—Yes. The master was compelled to give one under a penalty of £5, but there was no reference in it to character or conduct. The discharges and other documents required under the Act were then and for many years printed both in London and the provinces in various styles, sizes, and forms, according to the fancy of the printers. They could be purchased from ship chandlers, Jew sloop sellers, stationers, publicans, or other people.

58. And from crimps?—Yes, they were under no restrictions whatever. The consequence was that the discharges were forged and trafficked in. In fact they were valueless, and I have no doubt that quite 20 per cent.

of those afloat were concocted and manufactured by those who were interested in getting rid of a seaman as soon as he was in their debt. Blank certificates of discharge were in great demand and were frequently forged or transferred, more so than the other forms because of the uses to which they could be put. The other forms were required for official services, and therefore were not so extensively misappropriated as the discharges were. We next come to the 7th and 8th Victoria, Cap. 12, passed in September, 1844, which came into force on the 1st of January, 1845. Section 13 of that Act directed certificates of discharge to be given in the form prescribed in Schedule E, under a penalty of £5, to be paid to the seamen, but there was no reference to character and no penalty for improper use. This was the first Act in which the "form" of discharge was directed. I might here mention one case to show the necessity of the alteration. There was a voluntary examination of masters and mates which came into operation under an Order in Council of August, 1845. It was optional with them whether they would undergo that examination or not. At that time I had very much more to do with the seamen than anybody in the office, and it came to my knowledge that many of the proofs of so-called sea service presented at the Trinity House, where the examination took place, were forgeries. The Registrar wrote to the Secretary at the Trinity House, Mr. Herbert, and suggested that we should scrutinise these so-called proofs whilst the examination was proceeding. We had not been long at this work before some papers were sent in as proof of sea service. It was discovered that while the seaman was supposed to have been at sea he was really at work in a builder's yard in the Commercial Road. We had some constables then attached to the office, and the man was taken into custody, and taken to Thames Police Court, where he was charged with using a forged certificate. When he was committed to the Old Bailey, there was a process called a bill of indictment, and it was discovered that the certificate granted by the Trinity House was itself in no way protected by any Act of Parliament, and there was no penalty for improperly using a discharge. The result was that the man was indicted simply for attempting to defraud the Trinity House of a piece of paper valued at 6d., but the judge inflicted a sentence of six months' imprisonment. Had there been any protection afforded by the Act this roundabout way of reaching the offence would never have been necessary. Singularly enough, the man in question was the son of a Trinity House pilot. I now come to the register ticket, which came into force on 1st January, 1845. It was supposed that the ticket would prevent desertion, but circumstances were against it. The ticket was in existence for some years, and during that time the discharges were in great demand. During that period the discharges bore for the first time some record of ability and character.

59. (*Mr. Howell.*) By discharges, do you mean the register ticket?—No, I am speaking of the discharge certificate.

Mr. Everard  
Home  
Coleman.  
9 May 1899.

60. (Chairman.) Can you explain what the register ticket was?—It was supposed to prevent desertion.

60\*. Was that the nature and object of the registered ticket?

(Mr. Clark Hall.) Its object was to enable the man to be identified. There was then an idea of balloting for the Royal Navy, and these tickets would be put into the ballot and the numbers drawn out for service.

61. Was that in 1844?—

(Mr. Clark Hall.) It was in 1845.

When was this ticket given to the man?

(Mr. Clark Hall.) When he first went to sea.

62. (Chairman.) When a sailor went to sea had he to carry one of those tickets with him?—It was in the custody of the master during the voyage.

63. Did that rule apply to everybody on board ship, stewards, cooks, and everybody, as well as seamen?—Yes, to everybody, except passengers.

64. And the master took charge of the tickets?—Yes. On the return of the vessel if the man was with it, the ticket was given to him with his discharge. If in the interim he had deserted or died, the tickets were returned to the Registrar of Seamen.

64\*. I suppose the Registrar kept them and returned the ticket to the man if the man turned up and applied for it?—Yes. If the man turned up he was liable to a penalty for loss of the ticket.

65. What was done if anything happened to the master, and all the tickets were lost, as in the case of a wreck?—In that case the men would be supplied with new tickets without any fine.

66. But if the master lost the tickets?—That very seldom happened. It was more frequently the seamen who lost them.

67. Do you mean after a voyage?—The seaman did not have them in his possession during the voyage, but, at the termination of the voyage, if he had not a ticket, he had to account for the loss of it under a penalty. For some few years we inflicted that penalty ourselves, but the idea was suggested that that was illegal, and that fines and penalties should only be inflicted before a magistrate. It fell to my lot to summon men before the Lord Mayor for the loss of their register tickets. During the seven years that that system was in force 4,107 men were taken before the Lord Mayor for losing their tickets by desertion. The full penalty of 10s. was usually imposed. At that time we did what we could to check desertion. Whenever the shipowners resided in London, a circular letter was sent, informing them that on a certain day the deserter would be before the Lord Mayor if they thought proper to prosecute for desertion, which was then punishable by one month's imprisonment. I find that during the period already mentioned there were 219 convictions for desertion in London alone.

68. Discharges were given to the seamen compulsorily at the end of a voyage under the Act of 1845?—Yes, if they completed the voyage. Seamen were bound to get some sort of discharge. That was brought into force by the Act of 1844.

69. Did that Act establish those register tickets?—Yes.

69\*. (Chairman.) The register tickets were only framed with the idea, as I understand, of identifying the man in case he should be called upon for service in the Navy?

(Mr. Clark Hall.) That was only one of the reasons for it.

70. I gather from Mr. Coleman's evidence that desertion was at that time the great evil, but how did the register ticket check desertion?—By the seaman having to account for his ticket and by the penalty attached to its loss. If he duly performed his engagement the ticket was given to him. If he did not, he was compelled to appear without it, and to account for it.

71. If he deserted, he naturally left his register ticket in the master's possession, and I suppose if he tried to get another ship, the first thing he would be asked before signing on would be, "Where is your register ticket?"—They never did attempt to sign on without one, for they knew they would not be accepted.

72. Did that system succeed?—It did not succeed.

73. Why not?—Because we had to trust a great deal to the truth and honesty of the seaman. When a man applied who had lost his ticket, he might pretend that he was going to sea for the first time.

74. I understood you to say there were many convictions for desertion?—Yes, there were 219 during the period I have mentioned.

75. That was after the register ticket was started?—Yes. Some of the shipowners made a point of prosecuting for desertion, but others were indifferent, and in some cases we were not in possession of sufficient evidence to secure a conviction, so that out of 4,107 cases of men who had lost their register tickets, there were 219 convictions for desertion.

76. (Mr. Howell.) Were they sent to prison?—Yes, the punishment was one month's imprisonment for desertion.

77. (Chairman.) Did seamen in those days sign articles in the same way as they do now?—Yes. At first a man was simply asked his name and the name of his last ship, but as they got educated to the new system the certificates of discharge were produced on all occasions. In January, 1846, an Act was passed, called the Merchant Seamen's Protection Act, 8 & 9 Victoria, cap. 116. Up to that time the hands that were required by shipowners were obtained from the Jew sloop sellers, publicans, and crimps in general, but under that Act the Board of Trade was empowered to issue licenses to certain persons to engage seamen for merchant ships. As these licences were only granted for twelve months at a time, the persons who held them were somewhat under control, and we made it a point that they should, as far as possible, make sure of the genuineness of the discharges that were presented. This took the shipping of seamen to some extent out of the hands of crimps, who, of course, were much opposed to the change. During the time that Act was in force I obtained forty-four convictions for evasions of the Act, either because the offenders charged the seamen for shipping them, or because persons engaged seamen without being licensed to do so. That in a great measure was a protection to the seamen, and to the good men particularly, because they had their discharges, and used them to their own advantage. It so happened that some even of the shipowners opposed the new system. Good sailors would not go to the sloop sellers, but an indifferent man without a rag on his back or a shoe to his foot was only too glad to go to them, for the sake of his outfit, and the publican or sloop seller was only too glad to take him in because he got two months' advance wages out of him. The shipowners of the lower class certainly encouraged these crimps, because they got the men cheaper than they could through the licensed agents. That Act was in force until 1851. The London seamen were, I think, better than those elsewhere, inasmuch as they were so strictly looked after. I have known some go down to Gravesend and Rochester rather than apply in London, so as to evade the possibility of owners taking proceedings against them. From August, 1835, until the passing of the Act 13th and 14th Vict., cap. 93, passed in August, 1850, the office was under the control of the Admiralty. By Section 16 it was transferred to the Board of Trade, and Section 30 enacted that forms bearing the Board's seal should be received in evidence in any court of law. Certain tradesmen were then licensed to deal in these forms, and that in a measure tended to prevent the improper use of certificated discharges, which then could only be obtained in books. That stopped a great many of the forgeries which had previously taken place. The only material alteration from that time to this has been in the mode of endorsing or stamping the character and conduct. The certificate of the period of service remains the same now as it was in the year 1850.

78. Was not some attempt made between 1857 and 1863 to establish a form of continuous discharge?—Yes; but I can go much further back than that. There is a discharge paper before you which was brought out at Liverpool in connection with the Sailors' Home. Between the years 1846 and 1849 the superintendent there adopted a form for which there was no provision in any Act of Parliament. It was a form of continuous discharge provided on his own account. There was no difficulty with the first entry, but if the seaman returned to another port or did not return to Liverpool the superintendent would refuse to recognise the document or would repudiate it, as it was not issued under any Act of Parliament. Therefore there was a difficulty in continuing the discharge from ship to ship, and the same difficulty would be created now were a man in possession of his discharge during the voyage, because he might not produce it at the termination of the voyage; he might have left it at his home, which might be in the north of England.

79. The failure of the attempt you have mentioned was due to the fact that it was merely the benevolent attempt of an individual superintendent at Liverpool?—Yes.

80. And having no legislative sanction, other superintendents would not co-operate to carry it out?—Quite so.

81. In fact, the Liverpool man tried to do a thing that he had no power to carry out?—Yes.

82. Is that the only attempt?—Until you come to the year 1857.

83. What happened in that year?—The Board issued the form marked E2, of which you have a copy before you. That copy happens to be a favourable specimen, as the man to whom it refers returned each voyage to the same port and to his home. He would have no difficulty in presenting the document to have the necessary entry made, but the man might have left the document at home, or for some other reason he might not have been able to produce it, and there was no compulsion.

84. (Mr. Howell.) But this was a form approved by the Board of Trade?—Yes.

85. (Chairman.) What happened when the man did not produce it?—He took a fresh paper, and his service was no longer continuous. One advantage of the register ticket system was that the master must demand it at the commencement of the voyage, and return it to the man at the end of the voyage if the seaman returned in the ship; if the seaman was discharged abroad, the consul was bound to make the entry. If the seaman deserted, the certificate had to be returned to the Registrar, so that when the ship came back only one of the voyages—the outward—is entered upon it.

86. (Mr. Clark Hall.) Can you tell the Committee why that continuous discharge E 2 failed?—It imposed much additional work upon the superintendents at the out ports without any corresponding increase of staff, and therefore they did not encourage it.

87. (Chairman.) Why did it increase the labour of the superintendents?—At the present time, if a crew of thirty or forty men has to be discharged the broker's clerk goes to the shipping office in the morning, gets a supply of blank certificates, and fills them up with the required particulars, so that when the captain arrives he merely has to affix his signature to it, and the transaction is complete. But in one of these old documents all that had to be done separately whilst the master was paying his men their wages.

88. All the master would have to do would be to add one line of particulars to the form already filled up?—But that means a good deal if it is multiplied in thirty or forty cases.

89. Did the men themselves keep these certificates after 1857?—Yes.

90. What other extra labour did the superintendents have through this system?—They had to transmit a copy of the discharge to the Registrar for the purpose of being entered at the office, and then there was the question of fees and the cases to be accounted for.

Mr. G. A. HOOKE, called; and Examined.

Mr. G. A.  
Hooke.

103. (Chairman.) You are at present, I think, in the office of the Registrar-General of Seamen?—Yes.

104. And you have been good enough to come to tell us your views about the question of establishing continuous discharges. I suppose that your duties have brought you a good deal into relationship with seamen's discharges?—Yes, we make extracts from the official log-books to take the place of lost discharges. The seamen come to us for copies, which are really certificated extracts from the log-books.

105. They pay a fee for that?—Yes, a small fee—of nominal amount.

106. Do you find that they come to ask for portions of what the log tells, or do they ask for the whole of it?—Very seldom for the whole of it; usually for the record of one voyage. They sometimes want a recent voyage, and then, perhaps, one for three or four years previous, not only to show that they have recently been at sea, but that they have taken different voyages. They do not wish to produce proof of intermediate periods.

107. Do you think that is done for the purpose of trying at all to hide their real character?—Not necessarily.

108. (Mr. Clark Hall.) If a man has a bad discharge, does he ask you for an extract from that, too?—He occasionally comes and asks for an extract, and when he finds that we have to give him one which declines to report on character, he says, "That is no good, I will take another one." He does not take it away, although he

91. Did the seamen like these certificates?—I think the answer would be that they did not apply for them. They did apply at first, but after a time the issue greatly dropped off. I believe the best thing ever instituted was that book cover which the men have had of late years. Sailors cannot take good care of loose papers from the nature of their avocation.

92. (Captain Chalmers.) They can destroy those they don't like?—Yes; and unless we compel them to take a continuous discharge they can do so now. So long as a man has a good character, he will produce it; but when he has a bad character he professes to know nothing about the document.

93. (Mr. Howell.) Was it not another reason for their failure that the documents got so dirty and worn through the men carrying them?—That might be so to some extent, but they were supplied in a tin case, for which a shilling was charged in the first instance. I think the great difficulty was the production of the documents on the second occasion, more particularly when the vessel did not return to the port from which she started. If a man placed any value upon the document he often left it at home in charge of his family, and the man must have thought it worth something if he paid a shilling in the first instance.

94. He paid a shilling to get it?—Yes, to get it in a tin case.

95. (Captain Chalmers.) Was it in 1851 that a record of character was first introduced into the certificate of discharge?—Yes, it was optional then, as it is now.

96. At that time, did the captain give a copy of the report of character in the official log?—Yes.

97. Can you tell me under what Act that first arose?—In the Act of 1850.

98. That Act first called for the entry of character in the official log?—Yes.

99. Then it was optional for the character to appear in the certificate of discharge?—Yes; he might decline to give it.

100. Who might decline?—The master.

101. Had the seamen the option to decline to accept any character?—There were discs at the back for the letters G, meaning good, or for bad, or for "declined."

102. Originally, when the character was first introduced upon the certificate of discharge, was it upon a perforated sheet?—Yes, and it was endorsed on the back. The discs were inserted afterwards. Discharge certificates have gone through various forms, but these changes have referred principally to the mode of marking the conduct and ability. I may simply add that there was an Act passed in the reign of George III. for the prevention of desertion; but it applied wholly and solely to the West Indies.

may pay for it. If they ask for extracts on separate papers we give them in that form.

109. (Chairman.) Does he have to pay a fee for an extract from every log?—Yes; 4d. for each voyage.

110. What are your views about the question of continuous discharges?—I am in favour of the continuous discharge if it can be made practicable, and if it showed the report of the conduct and character of the men it would be useful to the owners. A great deal has been done for the seamen in making the owners expose what the voyage is to be, and the character of their ship, and what the load line is going to be.

111. As a matter of fact, do the seamen really look at that?—I do not think many of them do; but great pains are taken to explain the agreements to the seamen before they sign them.

112. I suppose there are very few cases of men refusing to ship because the vessel is going to one country rather than to another, or because of the load line?—It was because they were so indifferent that the load line had to be made compulsory.

113. Is it true to say that to all intents and purposes the form of reading the agreement which is gone through is almost unnecessary?—To a great extent.

114. Is it very seldom a deterrent?—The seamen do exercise their choice occasionally, but very seldom; still much is done in the interests of the seamen.

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115. Do you think that that same principle might be followed in case of discharges?—I have thought that continuous discharges might be issued in the interests of owners, so that they might know before engaging a seaman what kind of man they are entering into a contract with. It would assist the masters in maintaining discipline.

116. I suppose you think that, by way of help to the shipowners, it would be essential that a form of continuous discharge should bear upon it a record of the man's conduct and character?—I think that is most important. I do not think it would be of much value without that. The real value would attach to the document bearing testimony to character.

117. You think that the shipowner would not regard it as of any use to him, merely to have a record of service put before him without any record of character or conduct?—It would be of very slight use. I should say the certificates would be of very little assistance to the seaman in getting employment if it had no report of his conduct. There might be exceptional cases occasionally where there is no report in the log-book of the conduct of any of the crew, and in such cases a certificate of service might be of some value to the seaman.

118. Do you think that a report of conduct is now of very much use; does anybody pay much attention to it?—I think some attention is paid to it. I believe a V.G. character is often given much as a matter of form; but if men are not engaged on testimonials of character, what have you to rely upon?

119. That is quite true, but what if you know the testimonial is worth nothing?—We know that some percentage of the men get only "G.," or the words "decline to report," if their character is bad.

120. What sort of proportion?—Perhaps one or two per cent.

121. Can you trace in the official log the decline of a seaman; can you trace, I mean, that, whereas he may get V.G., in the first discharges, he only gets G. in later discharges?—We have no complete record of seamen's careers.

122. But I suppose that in going through logs you notice the careers of different seamen, or are there too many to follow them up?—Yes, too many. The only way we should notice would be if a man comes to ask us for his record, giving us a rough outline, and we look it up for him.

123. It is obvious that a man would not ask for that if his past record was a very bad one?—It is generally the best men who want a complete statement of all their service.

124. Is it possible to trace the effects of the "G." discharge or the "decline" discharge; what I want to ascertain is if a master declines to give a character at all, or gives a "G." discharge, has it any effect on the possibility of the seaman getting employment afterwards?—I think you will arrive at that from the fact that it is the common practice for all masters before engaging seamen to ask to be shown their discharges. If a man has only a "decline" report he would be rather ashamed to show it, or a master would tell him it was useless. But if a man could by begging or borrowing or stealing, get a good certificate, or by getting an extract referring to a voyage when he had a good character, he would produce that.

125. If seamen have a bad discharge certificate do they come to you to get a copy of a previous one which bears a better character, and ignore altogether their intermediate voyages, trying to get employment on the faith of discharges given them some years previously?—Yes, that may be done.

125. Making out that they have not been to sea since?—They might say so, or that they had lost the intermediate discharges.

127. Is that the weakness of those books which contain discharges on practically continuous discharge forms?—They are added to time after time by the seamen. If a man gets a bad report he can take it off, and there are no means of knowing whether a discharge note has been taken out.

128. Can you tell us anything about the history of these things? Do you know how many attempts have been made in the past to establish forms of continuous discharge?—Only two by the Board of Trade. There was a voluntary attempt by a Sailors' Home at Liverpool, but that was very short-lived, and I do not know much about it.

129. Which are the Board of Trade attempts?—The E2 in 1857 and Dis 10 in 1885; but there was also a ticket which was not exactly a certificate of discharge, although it had some characteristics very similar to what a compulsory certificate would have. It identified the seaman, and would have to be produced on his engagement.

130. Will you please tell us about the register ticket?—That was introduced under the Act of 1844.

131. (Mr. Clark Hall.) 1835 was the original date of the Board of Trade discharges?—The earliest record is in 1729, when a seaman forfeited a month's pay if he left his ship before receiving a discharge in writing. In 1796 there was an Act passed applying only to vessels going to the West Indies. It provided that shipmasters should on demand give to seamen in certain cases a certificate of discharge, under penalty for refusal. That did not apply at all to the mercantile marine at large.

132. (Chairman.) What happened in 1835?—In that year every seaman became entitled to have a certificate when he left his vessel.

133. If he wanted it?—I think it was compulsory that every seaman should have it. It was not provided that more than the period of service should be put in it. Nothing was said in it about character. Nine years later a reform was introduced, and the schedule of the Act gave the actual form to be used. It was not until 1850 that character was introduced; but a record of character is not of much use unless it can be reported upon before some official. In 1850, when the shipping offices were opened, it was provided that where a seaman was discharged before a shipping master he should have a report on his character if he wished it.

134. I think that has been embodied in the Merchant Shipping Act?—Yes, that is practically the same thing. While these things were going on the register ticket was also in use. The single certificates were always in use from 1835, but in 1844 there was the register ticket in addition. I don't know how that fell through, but circumstances generally were unfavourable. There was a large number of desertions, and the temptation to seamen to desert was considerable. A large number of vessels were being built in Canada—at Quebec—and extremely high wages had to be paid to get seamen to take these vessels away. Something like £8 per month was offered instead of the usual £2 per month, so men would desert at Quebec to get these higher wages. I suppose that in hundreds they forfeited their register tickets which were held by the masters. When the seamen returned they had to come to the Registrar-General's office and ask for copies. These desertions upset arrangements to some extent, but in 1850—at the time of the establishment of the Mercantile Marine Offices—there was a sailors' strike. I suppose the seamen discussed not only the attempt to reduce their wages, but they collected together and complained of everything in the new code, including the register ticket. Their leaders, the agitators, collected the tickets from them in order to continue the strike and prevent the sailors from going to sea, for the men could not go to sea without the original tickets, or copies, or renewals. I am not familiar with what was done after the men's leaders got the tickets, but that practically broke the back of the register ticket system, and they were formally abolished in October, 1853.

135. What do you say was the object of the register ticket?—To identify the man and to enable him to be called out for service in the Navy if required.

136. We were told by another witness that one of the reasons why the register ticket failed was that so many men used to desert and forfeit them, and then appear before the Registrar-General for a new ticket upon a false representation that they were going to sea for the first time?—They might do so.

137. When was the continuous form of discharge, which we know as E2, established?—In 1857, four years after the register ticket was abolished.

138. What was the form in the schedule of the Act of 1844?—That was a single certificate only. The continuous certificate has never been in the code.

139. Was the continuous form established for the first time in 1857?—Yes.

140. It was then for the first time sanctioned by the Board of Trade?—Yes, but it was not compulsory in any way.

141. (Mr. Howell.) There were other forms approved by the Board?—Yes, for single certificates. It was at the option of the seaman to take either the single or the continuous form.

142. (*Chairman.*) Let me see whether I have now mastered the history of this business. In 1729 discharges were used, but were not required by statute. In 1796 you had an optional discharge relating only to ships trading between England and the West Indies?—Yes.

143. In 1835 you have that principle extended compulsorily to the whole of the mercantile marine?—Yes, but it was hardly optional in 1796. The form was optional, but the seaman was entitled to demand a certificate of discharge.

144. Was the master compelled to give it if the seaman did not want it?—No, it was optional to that extent.

145. It was optional in the same way that the record of character is now optional. In 1835 you have it made compulsory and applied to the whole mercantile marine. Every master had then to give a certificate of discharge to every seaman all through the mercantile marine?—Yes.

146. But no form was approved?—Quite so.

147. Then in 1844 you have an approved form fixed by Act of Parliament?—Yes.

148. Was there no other change till 1857?—In 1850.

149. Oh, in that year the statutory form was dispensed with, and it was left to the Board of Trade to fix a form?—Yes. (*Form produced.*) So far as the home trade is concerned it is practically the same form. The Act of 1854 would be merely a Consolidation Act, and would make no alteration in the form. The certificate of service for the foreign trade was upon one-half and the certificate of character on the other half, so that either could be detached.

150. Have you ever read any of the Parliamentary debates which led to that form of discharge being approved in 1850?—No, nor have I seen any of the Board of Trade minutes relating to that.

151. Can you tell us why the report on character or ability and the certificate of discharge were kept separate?—That is almost a natural outcome from the terms of the Act of Parliament. It says that the seaman may have the record of character or not as he pleases. The Board of Trade had to make provision for the alternative. The seaman could have a report on his character if he wished it. The points with regard to the single discharge are the attempts made to modify the particular way of showing the character. First we had two separate discharge notes, and then a little later the record was printed on the back of the certificate in discs, so that it should not be tampered with. That was introduced in 1869. Then there were six discs. If a man received a "G" character it would be put into the appropriate disc, so that he could not fraudulently improve it by prefixing the letter "V." The fact of a record being on a "G" disc would show that it should not contain the letters "V.G." But for some reason that was abandoned. I don't know why. It seemed to be a very complete check. Perhaps it was given up because the masters did not care to take the trouble of turning it over.

152. Do they now add the letter V to these certificates?—If they attempt anything of that kind they usually do it rather clumsily.

153. (*Mr. Howell.*) If a master were simply going to give a G character he would probably put it near the middle of the disc, and anybody attempting to add a V before it would probably be detected?—He might cover the whole disc with the G. The next change was to abandon putting the character on the back, and putting it instead on the corner of the certificate so that it might be cut off.

154. Can you tell us why the plan of putting the character record on the back was abandoned?—No.

155. Do you know when it was abandoned?—At a few ports in 1883 and entirely in 1889.

156. Then it was in force for some time?—Oh, yes.

157. How long did the new ones continue in force?—For six years.

158. Why were they abandoned?—There was a doubt raised as to the legality of cutting off the corners.

159. Did the superintendent cut it away?—Yes, I think it was the superintendent who had to cut it off if the seamen desired it.

160. (*Chairman.*) That was doing the absolute reverse of what the Act prescribes. It says the seaman shall be given a report of his character when he requires it, but the Board of Trade plan apparently was that he shall always be given a report of his character whenever he

leaves the ship, but that when he does not desire to have it the superintendent shall cut it off?—Yes.

161. That had a very short run?—Yes, within twelve months the instruction to the superintendent to cut off any part of the certificate was withdrawn.

162. That change was not made owing to any pressure from outside?—No, I think not.

163. When was the present certificate introduced?—I believe it was in 1890.

164. The form we have got now is the same form that was used at the time when the superintendent was instructed to cut a portion off, the only alteration being that that instruction to superintendents was withdrawn?—Yes, the difference is that the character is entered now in discs at the foot instead of in spaces at the corners.

165. I think now we understand the history of this matter so far as the single discharge is concerned. Now about the continuous one?—The continuous certificate of discharge was first used by the Board of Trade in 1857, and it was called E.2. That was offered to the seamen to take it if they pleased. I suppose some ten or twelve thousand were taken up in the first two years, viz., 1857 and 1858.

166. This was in addition to the single discharge?—Yes, so that when a seaman got his discharge he could either pay a shilling for the continuous discharge form E. 2, or he could have a single discharge.

167. (*Mr. Howell.*) I think the charge of 1s. covered the cost of a case for it?—Yes, I think so.

168. (*Chairman.*) Was the E. 1 certificate in force at the time when E. 2 was being used?—Yes, they were running concurrently.

169. Why did this fail?—I suppose it was not much pressed by the superintendent, and it gave them additional trouble. After it had been running six or seven years the Board of Trade issued a circular telling the superintendent to press it, but about six months after, before there was the slightest chance of that circular having much effect, the Board of Trade withdrew it altogether.

170. Was it running six or seven years?—I think eight years. The seaman liked it at first because in beginning a continuous discharge form a man is likely to anticipate for himself a good record, but he is liable afterwards to have a bad character sometimes, and then he would rather have a separate discharge.

171. (*Mr. Howell.*) Perhaps the fact that the man had to pay a shilling each for these continuous discharges had a certain effect in leading the seamen not to take them up?—I don't think that made much difference, because if a seaman on his discharge had a good balance of wages he would not think much about the shilling.

172. (*Chairman.*) Did not the masters or shipowners give a preference to those seamen who had such continuous discharge notes?—I have no experience upon that point, but there were so comparatively few used that I don't think masters would have much opportunity of giving the holders a preference, but probably they would take one of the men having such certificates if available.

173. After the E. 2 form was any other form tried?—That lasted until the beginning of 1885, when the book form was introduced. I don't think that was sent to every port, but only to the principal ports.

174. And they were not taken up at all?—No, only a very few were used. It contained no report of character.

175. So that a seaman wanted a single discharge as well?—Yes, if he wanted a report on his character.

176. (*Mr. Howell.*) If seamen adopted the continuous form of discharge certificate, was there no means of getting a character?—I think not. No other form was provided.

177. (*Captain Chalmers.*) Could the seaman not ask the superintendent to endorse on the continuous discharge the character he bore from the log book?—I suppose he could.

178. (*Chairman.*) But that would only apply where he was discharged before a superintendent. When was the E. 2 withdrawn?—In 1863. I might mention that in 1882 cases were issued by the Board of Trade, and that they were taken up in very large numbers.

179. (*Mr. Howell.*) I think sixpence was charged?—I have ascertained from the storekeeper that he has distributed something like sixty thousand of these covers.

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and the bulk of them passed into the hands of the seamen.

180. (*Chairman.*) But only a very few of the continuous discharge forms were taken up?—Yes.

181. Although the only difference between the two is that in the book form you can lose one of the discharges without any record that it is away, whilst in the other its absence can be at once detected?—I don't know that it would be immediately detected. The master would have to look closely into the numbering of the pages.

182. Tearing out one would disturb the numbering of the pages?—Yes.

183. Perhaps you will now tell us your own views upon this matter? Do you think that a form of continuous discharge could be made compulsory?—There are two kinds of compulsion that could be introduced. Either to compel a seaman to take the form at the end of his voyage or to require him to produce it at the beginning of his voyage. There would be no difficulty under the present state of the law in requiring him to take it at the end of the voyage, and you might thus get a large number into actual use. All the better seamen would naturally get their next employment by showing their continuous certificate of discharge, and it would be available for the next entry to be made upon it.

184. I do not quite follow you about the two kinds of compulsion?—If a seaman is not required to produce the same certificate at the beginning of his voyage he might have to get another, and so he might accumulate a number of continuous discharge certificates showing one voyage on each sheet. The practice now is that seamen do produce their books to the master at the time of their engagement, and in the majority of cases they would do so, but the bad class of men whom it is desired to reach by means of continuous certificates could evade the provision by losing their continuous certificates. They would obtain some kind of statement of service just sufficient to enable them to get employment, and then they would have to receive another book at the end of that voyage. The compulsory production of the certificate at the end of the voyage might be very useful to introduce the scheme gradually, but it would never be completely and thoroughly effective.

185. Would the seaman get a ship at all if he did not produce his book at the beginning of the voyage?—If he could produce some kind of statement of service to the shipmaster he might. The master would be content to ascertain his service, and would look at the man, and if a better man was not available the master might take him.

186. What would be the harm if a seaman did not produce his old book and started a new one?—That would not disturb the present system, for instead of having a number of single certificates he would have a collection of books.

187. Of course if a man had a bad book he might throw it away and start another, but a seaman with a record of only one discharge in a new book would obviously be in a worse position than a better man who could show record of several discharges in an old book?—That is so now. A seaman who has only one discharge to show is in a worse position than one who has a cover full of them.

188. (*Mr. Howell.*) I suppose we may assume that a master now judges of a man's experience, and that if two men came to him for appointment on board ship, he would prefer the man who could show a record of eight or ten good discharges to a man of, say, thirty years of age who could only show a record of one discharge?—I think he would prefer the former.

189. It comes to this, that, of course, the seaman with the most satisfactory record is preferred by the shipmaster?—Yes. Unless you require the production of the certificate at the commencement of the voyage there is practically no change in the present system, for although a few men might get their certificates in a more convenient form for themselves it would not touch the case of the bad men.

190. (*Chairman.*) I don't quite understand the distinction you draw between the production of the certificate at the beginning and at the end of a voyage, for would not the certificate be naturally produced at the beginning of a voyage in order to enable the master to form some idea of the character of the man he proposes to engage?—Yes, the master should be required to keep the certificates throughout the voyage, and if a man deserted his certificate should be sent to the Registrar-General, and if a man had a bad character that could be entered on the certificate.

191. (*Mr. Howell.*) Is not that the practice in many ships now?—Yes, many of the masters keep the certificate for a short time.

192. But the captain has no legal power to detain it?—I think it is usually given to the seaman a few days after going to sea.

193. (*Chairman.*) You propose that the captain should hold a certificate as a security against desertion?—To make sure that the continuous certificate would be available at the time of discharge. If it were left in the possession of the seamen there would be no security at all that you will not have to issue a fresh book every voyage.

194. What can a seaman do with it on a voyage? When he is paid off he takes it with him to the office at which he is paid off?—But if he expects a bad character he will mislay it and he knows the master is required to give him a discharge. If the book is not forthcoming that does not relieve the master from his duty of giving him a certificate of discharge.

195. The master takes it to the office where the superintendent is to endorse the certificate according to the master's report. Then the seaman either throws his book into the sea or he keeps it, but if he throws it away when he goes again to try and get a ship he probably fails to get engaged because he cannot produce the book?—If the requirement were enforced that he should produce it on engagement he would come to the Custom House to get a copy and a register would have to be kept so that we could supply it.

196. (*Mr. Howell.*) When a man goes to the Mercantile Marine Office can he not have his character on a separate form if he likes?—No, I think not.

197. As I understand the Act the seaman can, if he pleases, insist upon having a certificate of his character upon a separate document, quite apart from his certificate of discharge?—I don't remember the exact wording of the Section.

198. The seaman could get his separate report of character if he chooses under Section 129?—The point is new to me.

199. The compulsion on the master is to give a report of character, and the superintendent has to give the man a copy and endorse it on the certificate if the seaman desires it, so that the option rests with the seaman. If doubtful of its value he can ask for it on a separate sheet?—The mere fact of it being omitted would excite suspicion.

200. Supposing it were the practice to issue the certificate of discharge by itself, and always take a separate character, that would not have the same effect, would it?—It would not. That would necessitate the seaman having separate bundles of documents.

201. (*Mr. Howell.*) It is now in the option of the seaman to do that if he chooses?—I don't think the seaman quite understands that.

(*Mr. Howell.*) That is quite possible.

202. (*Chairman.*) Would you suggest that if we tried this experiment there should be two forms of discharge sanctioned by the Board of Trade, or that if we put it in force at all, we ought to try and do it by approving a continuous form and that alone?—I should think that alone would be best.

203. The experience of the past has not led us to believe, if we had two systems running concurrently, the continuous system and the single system, that the seaman would be likely to adopt the continuous one in preference to the single?—No.

204. The optional character of the attempts which have been made up till now have probably been one reason of their failure?—Yes, I think the option has tended to defeat them.

205. Supposing the form sanctioned by the Board of Trade were a continuous one, how would that affect your office?—That depends very much on the conditions attached to it, whether it was made compulsory to produce it at the end or at the beginning of a voyage. I suppose all such certificates would be numbered, and in practice they would be produced at the beginning of a voyage, and the superintendent would be instructed to enter the numbers against the names in the office copy. We should then have the material available for keeping a register in the office. I think a register would be necessary in order that we should be able to give copies of these certificates.

206. Would that entail any addition to your staff?—Undoubtedly, it would be a serious task to keep up a

register. It would depend on what is to be put in the register, whether it was to affect all ranks and all ratings. I should estimate that a register containing the least possible particulars such as entries of engagement only would mean much extra work. If we had to keep a register for all classes and ratings, it would take something like fourteen men.

207. (Mr. Howell.) But it would be for the foreign trade only?—Then, probably, twelve men.

208. (Chairman.) What is the staff now?—About sixty. It is not only the additional men that would be needed, but the room for them, as we are now very much cramped for space.

209. Have you no place to put the twelve men?—No sufficient room for the men with their tables and desks.

210. (Mr. Howell.) I suppose the extra twelve men would be clerks of the lowest class?—It would be merely routine work which perhaps boys could do.

211. Or possibly women?—Yes, they might do the work.

212. At any rate the work would require the supervision of the present staff?—Yes, a little supervision.

213. Would the register be useful for anything else than to supply copies of lost certificates?—The register would be useful for several purposes. It would be necessary to detect the fraudulent use of certificates, or the use of cancelled certificates. The register could supply information that now takes a great deal of trouble to obtain. Relatives of seamen write frequently to us for information about their friends, and the superintendent has trouble in searching it out. At each mercantile marine office they keep a large engagement book, and I believe it involves much labour. That book is referred to, and its pages are searched to see whether any trace can be found of the seaman wanted. If we maintained a central register, perhaps these engagement books might be abolished, and the central register could do the work much better.

214. So that the suggested addition of twelve to your staff would not be confined to the continuous discharge business; but could be defended on other grounds, and would serve useful purposes apart from that?—Yes. I don't know all the uses to which the engagement book is put by the superintendents at mercantile marine offices; but if these books could be abolished it might

turn out to be a real economy to establish a central register. There must be an enormous number of entries at the different ports, and a mass of detail. The deserters' list would almost be useless if a central register of discharges were introduced. *Mr. G. A. Hooker.* 9 May 1899.

215. (Captain Chalmers.) With reference to a remark that a certificate of discharge would not be any good without a record of character, would not the fact of a man being able to produce a continuous record of service without any serious breaks in it, show at least that the seaman was industrious and kept his engagements, and would not that be an indication apart from a formal record of character that he was a man worth shipping?—Naturally it would speak in his favour; but it would be some years before the advantage of that experience would be available.

216. Then your objection would apply only at the outset of the scheme?—Mainly so. It might be several years before his record of service was sufficient.

217. I suppose it would require legislation to make the production of the seaman's book compulsory upon engagement?—I suppose so.

218. Could not the ship owners and ship masters so assist the scheme that instructions would be issued to demand the book, and not to ship any men who did not produce their books?—According to my experience we cannot much rely upon this. I have in mind the case of the prohibition of the use of advance notes which masters and seamen succeeded in defeating.

219. (Chairman.) What happens now in the case of foreign seamen who carry continuous discharges? When they are shipped in this country or discharged here, have they a copy of our Dis. 1?—Yes, they take our Dis. 1.

220. Do they under no circumstances insist that their discharge shall be entered in their books?—I never heard of such a thing. In fact the Act requires that the certificate of discharge shall be in accordance with the Board of Trade form.

221. Have you ever heard of any of the difficulties that you have mentioned being experienced in countries where continuous discharge certificates are used?—I do not know much of that. I have only a general impression and nothing that I could report with confidence from my own knowledge to the Committee.

## SECOND DAY.

*Tuesday, 16th May, 1899.*

PRESENT :

The Right Hon. The Earl of DUDLEY (Chairman).

Captain CHALMERS.

Mr. J. CLARK HALL.

Mr. W. J. HOWELL.

Mr. C. HIPWOOD, Secretary.

Mr. F. SHAW, called; and Examined.

*Mr. F. Shaw.*

222. (Chairman.) I understand you are the Superintendent of the Mercantile Marine Office at Cardiff?—Yes.

223. This Committee, as you probably know, is trying to find some means of establishing a form of continuous discharge, and we hope you may be able to give us your views upon that subject, founded upon the experience you have had with regard to the discharge of seamen. Would you please tell us about the present practice in your office? When are the discharges prepared?—Immediately before the discharge of the crew. The master gives the earliest notice he can, and deposits his papers. If the ship is to be paid off that day, a clerk is immediately told off to prepare the discharges.

224. What are the papers that you fill up these papers from?—The ship's agreement, and the official log book.

225. These give you all the information you require?—Yes.

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226. Except with regard to the character?—The official log gives the character. 16 May 1899.

227. Is that entered before it is sent to you?—Yes; we see that the entries are duly made. If they are not, we ask the captain to put it right. Sometimes the characters are overlooked up to that moment.

228. The log is fully made up before it comes to you?—Yes, before it is deposited.

229. Has the seaman any voice as to the kind of character which the master enters in the log before he comes ashore; I mean, when the master is making up the log on board his ship, does he send for the crew, and tell them what sort of character he will enter?—No.

230. Do they know before they come ashore what sort of character they are going to have?—They may have some idea from their own conduct. They form an opinion as to what they deserve. Some of the seamen on landing begin

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*Mr. F. Shaw.* to rail against the master for giving them, as they suppose, a bad character or a decline, when, as a matter of fact, he has really given them a good character, or even a "V. G."

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231. Except for his own consciousness, I suppose the seaman is not really aware until he gets ashore what sort of character is recorded?—Not until he actually gets his discharge.

232. The certificate of discharge is prepared by a clerk?—Yes, by one of the clerks or deputies.

233. Have you anything to fill up when you give the certificate to the seaman?—No. It is then quite completed. All that remains is to get the man's signature to it.

234. Where does he put his signature?—Across the end.

235. And the master has to sign?—Yes.

236. At the same time?—Generally before the commencement of discharging the men. He signs them all at once.

237. And then have you to sign?—Yes. Either the superintendent or the deputy, who possibly has made out the discharges.

238. If any form of continuous discharges were adopted would that entail much extra work on your office?—It would depend upon whether we got the forms before the crew were paid off.

239. Has not the Federation some form of book?—It has a parchment and a book.

240. What does the parchment show?—It is a small certificate, which shows that the man belongs to the Federation.

241. Is not that what they call a ticket?—Yes, a Federation ticket.

242. But their book is a regular continuous discharge book, is it not?—Yes. It is a small cloth-bound book, with a record of service in Federation ships.

243. Of course, you have no cognisance of that officially?—No.

244. Do you know where the details of that are made up?—In the Federation office.

245. Does the captain of the ship send the ship's papers to the Federation office?—I think not, but he gets his crew together and collects from them such books as any of them may have.

246-7. If it is possible for the master to obtain these papers from the men belonging to the Federation, I mean the papers necessary for the clerk in the Federation office to fill in the necessary particulars beforehand in the continuous discharge book, it ought to be possible, if we had a general scheme of the kind, for the master to obtain the books for the use of the Superintendent?—There is a benefit attached to that. In case of accident the men are paid so much. It is a proof of service, and seamen are quite willing it should be posted up. The majority of the seamen have only the ticket, and not the book. The ticket does not entitle them to benefit; only the book does.

248. (*Mr. Howell.*) The number of books you would have to deal with if the system of continuous discharge were adopted would be much larger than the number of books the Federation has to deal with?—Much larger. In one vessel there may possibly be only three or four of these Federation books.

249. Would there be more trouble to your clerks in entering the particulars into a continuous discharge certificate?—There would be delay. We could not get the preliminary part of the work done unless we received the particulars in the morning. It would cause delay if we had to wait till the master arrived at time of discharge, and brought these books with him. The opening of the books and the preparing of them would take some time.

250. (*Capt. Chalmers.*) Would it not be the practice of the captains, when they gave notice that they were going to pay off, to send in the books at the same time. You get notice now from the captain, or from the broker's clerk, that the discharge is going to take place. What notice do they generally give you?—Perhaps half an hour or an hour.

251. Then you have to prepare the discharges?—Yes.

252. You would be in the same position if they gave in the books at the same time as the notice?—Yes, with the exception that it would take longer to fill up the books than to write out the discharges.

253. Would there not be less writing?—Not if you

propose to put a character on the continuous discharge, in addition to the other particulars of name, ship, rank, dates, and so on.

254. (*Chairman.*) Why should it take longer to enter fewer particulars?—There would be some delay in getting the books ready and removing the bands from them, and opening them at the proper page.

255-6. Let me assume that you get the continuous discharge books at the same time as you get the notice and the ship's papers; would it then take longer to fill them up?—Perhaps not very much longer.

257. You don't think it would entail more labour if you were able to get the books beforehand?—Very little more.

258. On the other hand, of course, it is obvious that if you did not get the books beforehand, but had to wait until every seaman searched in his cap or in his pocket, it would take some time?—I think it undoubtedly would.

259. You don't suppose that under any circumstances the use of continuous discharges would entail an increase of your staff?—I am inclined to think it would. We sometimes get a dozen or more ships paying off in a day, and this would increase the labour.

260. (*Capt. Chalmers.*) Even if the books were handed in when notice was given?—I think so.

261. (*Chairman.*) Why?—It is easier to write consecutive sheets than to fill up discharges bound in books. When a man is filling up a number of sheets with say the name of the same vessel he has no need to refer in each case or to find which book belongs to a particular man.

262. (*Mr. Howell.*) Do you put more than one clerk to the work of one vessel?—Sometimes we have two or three. Perhaps one clerk, who fills in the age and place of birth of the man, will hand it to another clerk, who fills in the name of the ship, dates, &c.

263. If one did the entering up and the other read from the log book, would they not get very expert in time, so that very little additional time would be spent in the work?—No doubt they would become expert.

264. I don't think any of us quite understand why the clerical work under a continuous discharge system should take much longer?—I did not say very much longer.

265. I think we may take it that you think a continuous discharge system would entail more work and would involve some additions to your staff?—Yes.

266. (*Chairman.*) At any rate, Mr. Shaw declines to pledge his present staff to undertake the whole of the work. When a crew is shipped now does the master retain the previous discharges?—It is the usual practice to retain them.

267. Merely the previous one, or the whole of them?—Generally the last one. Some masters try to retain the whole, and some do so, but the seamen do not approve of that.

268. The whole bundle?—Yes. The discharges may all be in a discharge cover book. The seaman generally removes the last one and hands it to the master.

269. Do you find that these book covers are much used?—I should think about a third of the men shipped at Cardiff have them. The demand seems to be steadily increasing.

270. Do you issue those books from your office?—Yes, we charge sixpence each for them.

271. I suppose if we introduce a form of continuous discharge the first form ought to be given to the men free?—I think so, if its use is to become general. There were very nearly 2,000 of these discharge covers issued in Cardiff during the year before last.

272. (*Mr. Howell.*) Have you the figures for last year?—Yes, the total for the port of Cardiff then was 1,054, but on account of the four months' strike these figures are rather illusory. The figures for 1889 were 1,219. In 1895 there were 1,596, and in 1897 there were 1,963. This year, so far as the first quarter has gone, the total is 607.

273. (*Chairman.*) When does the master return to the men the discharge which he holds?—Generally during the voyage.

274. What is his particular object in returning it during the voyage. I suppose he holds it to prevent desertion?—That is the idea.

275. Then why should he return it during the voyage, when the seamen can desert at a port towards the end of the voyage, just as well as at the beginning of it?

—It is generally given after leaving the last port, practically just before the seaman returns home.

276. After his last chance of desertion is gone?—Yes.

277. I have a form here which is called Eng. 2, in which the master records any changes that have taken place in his crew during the voyage?—Yes. That is sent back after the vessel leaves, if there are any changes.

278. After she has left port?—Yes, it is generally brought ashore by the pilot.

279. If any men have been shipped at the last moment their names are recorded here?—Yes, any substitutes.

280. Who does the substitute sign before?—Not necessarily before any official; the master is empowered by the Act to ship substitutes himself at the last moment.

281. And the seaman signs a sort of supplementary agreement before the master, does he?—Yes. If one of the outdoor officers of the Board of Trade is at hand, the master may call upon him to witness it on board the ship.

282. If the master holds the last discharge of any seaman who either deserts or does not turn up when the ship sails, are these discharges sent back to you with the Eng. 2 form?—Not in every case; occasionally they are.

283. Only occasionally?—Yes.

284. Is there any statutory enactment about it?—No.

285. Is it purely within the option of the master to do as he likes in the matter?—Yes.

286. If he retains them I suppose he tears them up or burns them?—Occasionally masters bring to us a handful of unclaimed discharges at the close of the voyage.

287. What would you do if you had a certificate of discharge handed back?—If the owner applied for it we should return it to him.

288. Although you knew he had not turned up to go with the ship in which he had contracted to sail?—Quite so.

289. It is no part of your duty to record that fact upon the discharge?—No; we keep a record of the men who fail to join their ships, which may be shown to any master who asks to see it.

290. Supposing you knew that a man who is signing on is upon that black list, and the master does not ask to see that list, would you tell the master?—No; we should take no step.

291. And now, will you please tell us your views generally upon this question—whether you think it is possible to introduce a form of continuous discharge; are you satisfied with the present system, or do you think it might be improved upon, and if so, how?—I am inclined to think that a form of continuous discharge is an impracticable idea. It has been tried upon one or two occasions. It was tried in the first instance, I think, in 1844, when the register ticket was introduced, and it was abolished because it was found to be quite impracticable. It worked for a few years only. Then the E 2 certificates were introduced, and when used by seamen they were often in a very dirty, greasy condition, and it was difficult to write upon them, which caused delay. The men also frequently lose their discharges.

292. I don't quite follow you. Why is it so impracticable? The only reason, so far as I know, that you have given is that the tickets became so greasy that it was difficult to write upon them?—That was the case with the parchment certificates.

293. And I suppose they might lose them?—Seamen do frequently lose their discharges. We have no record of the number lost, but it is a large number.

294. But I suppose if they showed any good cause for the loss of them, such as a wreck or anything of that kind, you could give them another copy?—Would the idea be to make the continuous discharge go back to show a man's entire service, or would it merely commence at a certain date?

295. That would be a question for consideration. Supposing they started from a certain date?—It would entail a great amount of work now to start a system of continuous discharges covering a man's entire service.

296. Not if it was not made retrospective?—No, but there would be nothing to prevent a seaman getting two or three discharges.

297. Why?—If they were issued locally. He might change his port. If men misconduct themselves they shift their ports. If a man lost or destroyed his paper he could get another one at another port.

298. How?—At the shipping office.

299. Please describe to us by what operation a man would do that. Suppose that a man ships from Cardiff, and that the first entry in his continuous discharge is a bad one, that is, assuming that character and ability are included. Do you say that he might lose it—throw it away, in fact, and change his port?—He would ship at another port without a discharge.

300-1. Don't you think it would be more difficult for him to get a ship without a discharge?—

(Mr. Clark Hall.) At the initial stage the seaman might produce his old discharge and merely drop the one voyage.

(Chairman.) You mean he might produce his old single discharge. No doubt he might do so. That might be so at the outset in some cases, but not afterwards?—

302. (Mr. Howell.) Precisely the same thing might be done under the present system. A seaman may not produce his last certificate if it is a bad one. If he chooses to leave out the certificate of a voyage that is not creditable to him, he can do so?—And he does do it.

303. Then what distinction do you draw between that and the continuous discharge?—He might lose it purposely if he had a bad character.

304. That would apply in either case?—But the continuous discharge would lose its value if incomplete.

305. (Chairman.) At first a sailor might make out that he had not been to sea since the inauguration of the new system; but after a time the possibility of taking in a master in that way would grow less, would it not?—I think so.

306. And it would be no new evil, because it is done almost every day with the present discharges?—If a man had a continuous discharge book in which his character was recorded, I think it would be somewhat unfair to the man that he should be bound to produce against himself evidence from it of an unsatisfactory character.

307. Why?—It would prevent him getting employment.

308. (Mr. Howell.) Suppose the certificate of discharge were simply a record of service, what would you say then. Your objection would not then apply?—No, it would not, so far as the character is concerned; but the present Act of Parliament states that the character shall not be inserted unless the man so wishes it.

309. Supposing this Committee were to advise a continuous record of service that did not contain a record of the man's character, would not a great deal of your objection be removed, because a man could not object to a record of the facts of his service?—I rather think the fact that there was no record of character on the continuous discharge which was introduced in 1884, was to a great extent the reason of its failure.

310. Do you mean that the absence of an endorsement of any sort of character would be regarded as equivalent to a bad character?—Yes, if there was a space provided for the character.

311. Suppose there was no special space reserved for the record of character. What then?—If there was no record of character, the captain would have no means of satisfying himself whether the seaman was a good man or not.

312. But it would be at the option of the master to call for some other document to prove character?—Yes, he might have a reference.

313. Suppose the Committee were to recommend a continuous discharge certificate which should be simply a record of service, and that, if the seaman wanted a character, it should be given to him on a separate document, half of your objection would be removed?—Yes.

314. (Chairman.) Why do you think it would be unfair or hard on a man to be forced to produce his last discharge with a bad character? Why is it harder that a seaman should find it difficult to get employment with a bad character than that a domestic servant who loses his character? You don't think it hard, when you have reason to discharge your cook, that she should find it difficult to get another place because you have refused to give her a character. Why should it be harder for a seaman to be placed in the same position?—I think in different characters, or even "bad" or "declined," are occasionally given by shipmasters for very trivial causes. If a seaman has behaved himself well for years and then makes a mistake, and gets a "declined" character, it would be hard upon him to be bound to produce his book with that entry.

315. (Mr. Howell.) Do you think that a master, find-

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*Mr. F. Shaw.* ing a record of five years' good character, and only one bad character, would take any serious notice of the latter?—Masters usually look at the last character.  
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316. (*Chairman.*) You think there would be some danger of a seaman getting a bad character for a petty offence?—I think so.

317. Do you see no possibility of safeguarding that? Would there be no possibility of an appeal in such a case before a superintendent?—

(*Mr. Howell.*) I think Mr. Shaw would tell us that there is no provision in the statute for that.

318. (*Chairman.*) Suppose we had the power of making laws as we wished, would it not be useful to give the superintendent some power to veto a bad character unfairly given?—I am afraid that would be a very difficult thing to introduce.

319. (*Mr. Howell.*) On the ground that the master, who has daily experience of the sailor, is really the best judge of the man's character?—I think so.

320. Is it not your experience that officers very lightly give the "V. G." when the seamen do not deserve it?—Yes.

321. That rather destroys your other argument, because, although there may be cases of harsh masters, you have a large preponderance of masters who are willing to give a "V. G." character even when the seaman does not really deserve it?—That is so. I don't think characters are given with sufficient care, although matters are better in that respect than they used to be.

322. I suppose you think the feeling of most masters is to let bygones be bygones, and to give the seaman a "V. G." discharge when they are parting with him?—Yes.

323. (*Chairman.*) It would follow that the master's recorded opinion of his crew is not worth much, if he gives a "V. G." discharge to a bad man, or gives only a "G." discharge, or possibly even something worse, to a good man?—I have known cases where masters have sought to alter the character after the log-book has been deposited, because perhaps the seamen has made some remarks against the provisions supplied during the voyage.

324. (*Mr. Howell.*) And you have found other masters willing to efface a bad character, and to give the seaman a good discharge in spite of the log, through taking into consideration his conduct subsequently to the entry in the log?—Such entries do occur.

325. There is a disposition, in spite of adverse entries in the log, to give a "V. G." discharge. Is that your experience?—That is the case occasionally.

326. (*Capt. Chalmers.*) In a case of that sort, where there are entries against the seaman for drunkenness or insubordination, and no subsequent entries as to his conduct being condoned, have you any power, when the master brings up the official log, to prevent the master giving him a "V. G." discharge for both conduct and ability?—We are instructed in such cases to issue the discharge without a signature.

327. Is your power under the Act not limited to this, that you have to give the man a copy of the report as it appears in the official log?—That is so.

328. Then where does your power come in to protest to the captain or to say to the seaman, "I am not going to let you have this character"?—I mean, if you are really limited simply to re-producing a copy of the report from the log?—The report is made by the master, and we are not responsible for it. I don't think that a master would often attempt to give a "V. G." character to a seaman who had occupied pages in his log-book with reports of misconduct, unless indeed an entry were also made that the seaman's subsequent conduct had improved.

329. Supposing you met such a case, you have no power to prevent the man getting a "V. G." certificate?—The only way would be to issue the certificate without our signature if we found the character was different from the entries in the log-book.

330. Have you power to do that?—We have instructions to do so.

331. (*Chairman.*) What are the points to which you think that a master pays most attention in engaging a crew? I mean, what does he seek to satisfy himself of more than anything else?—Appearance. He looks at the man, and forms his opinion of him.

332. But in looking through the man's papers, does he care more for his general sobriety, or his ability as a seaman, or the length of time he has been at sea, or whether his last discharge was a "V. G."? What points do you think a master is keenest about?—He is taken

most by the man's appearance. He wants to have a likely looking man.

333. Smart looking?—Yes. He does not peruse the certificates very carefully. He takes the last discharge if it is satisfactory. The sailor may hand him a number of discharges. Foreign seamen produce the longest record of discharges, and take most care of them. They are able to produce more of them than our own British sailors.

334. Why is that?—I think they are more careful.

335. Do you think that masters are now rather careless in selecting their crew, and that they ought to pay more attention to the previous history of the men?—Often they do not take very much pains, especially in cases of steamers where it is known that the voyage will be short.

336. Don't you think that a really good seaman would have greater advantages in the way of showing his worth under a form of continuous discharge than he has under the present system?—I have no doubt about that. If he could show a long period of good service he would stand a better chance possibly than a man who had not such a good record.

337. Only "possibly" better?—That is all, I think. The seaman, as a rule, does not take much care of his discharge certificates, and can obtain employment with only his last one.

338. But under a continuous form, would he not be forced to take more care?—He would then have only one to lose, and might possibly take greater care of it.

339. (*Mr. Clark Hall.*) How would it affect his chances of employment if he lost his one continuous discharge just before being engaged?—He would have to send up to London to get another. In the meantime he would possibly ship at the pier head without production of a discharge.

340-1. (*Chairman.*) Do you think, if the difficulties you have foreshadowed could be got over, that a general system of continuous discharges would be beneficial in the interests both of the seamen and of the owners?—I should think it would.

342. Theoretically you agree with the idea?—Quite so. No doubt it is much better for a man to be able to fall back upon one document. Many seamen make so many short voyages that they would probably soon fill a book up, but a man might have several books. Of course these would contain a thorough record of his service if he took care of the books.

343. (*Mr. Howell.*) You say that you think the system of continuous discharges would be theoretically a good system, but you think it impracticable?—I think so.

344. Of course you know that such a system has been recommended by several Committees and Commissions, and various attempts have been made to introduce a system of continuous discharges? Are you of opinion, because they have been abandoned, that all these attempts, whether well considered or not, have failed in practice?—Yes.

345. You told us that an increasing number of seamen were using the pocket-book containing their certificates?—Yes.

346. Does not that show an appreciation on the part of the seamen of something like a continuous record of their services, otherwise they would scarcely buy these books for the purpose of keeping their certificates together?—Yes, they take better care now of their papers.

347. I suppose we may assume that the fact of their buying those book covers to keep their certificates together shows that they appreciate to a certain extent the value of a continuous record?—Of course, the book cover is merely a case for holding the discharges, and the men take care of such discharges as they wish to preserve.

348. If a man puts all his discharge certificates in that case or cover, it does provide him practically with a continuous record of his service?—It does.

349. (*Capt. Chalmers.*) If the use of a continuous certificate of discharge were made compulsory, and if it were the only form provided by the Board of Trade, would you then call the system impracticable?—If you have two or three forms running at the same time, they would not be taken up.

350. But supposing the continuous certificate was made the exclusive form of discharge—the only one approved by the Board of Trade—and that no seaman could be discharged except upon that form?—Then it would be bound to come into general use.

351. And there would be nothing to stand in the way

of its practicability?—I am still of opinion that it would be unfair to the seaman to make him produce an unsatisfactory report of his character.

352. I am coming to that. You think that in justice to the men the certificate should be exclusively a record of service and not of character?—I think it would be unfair to record the character in a compulsory and continuous discharge.

353. Do you find that it is generally known among seamen that they can exercise an option in that matter?—It is not known, and the option is never exercised.

354. So that the practice really is for the superintendent or deputy superintendent to hand the men the discharge certificates bearing a record of character, without asking them whether they want that character or not?—We do not ask them.

355. (Chairman.) I suppose you know that by the Merchant Shipping Act the Shipping Office may be called upon to give the man a record of character upon a separate document altogether from his discharge?—Yes.

356. But as there is no form at present approved by the Board of Trade for the Shipping Office to use under such circumstances, the practice has arisen of endorsing the character upon the certificate?—Yes. Section 129 of the Act provides that the master shall, if the seaman desires, give to him or endorse upon his certificate of discharge a copy of the report as to character.

357. If he desires it, you can give him upon a separate form a copy of the character which has been entered on the official log?—That separate form is the discharge certificate.

(Chairman.) I think not.

(Mr. Howell.) The seaman has to be furnished, if he desires it, with a record of his character, either on the back of his discharge certificate, or upon a separate form.

358. (Capt. Chalmers.) Section 129 gives the seaman the option?—Yes.

359. That being so, would it meet your point as regards the alleged injustice to the seaman if the continuous form merely contained a statement of his service, and if the seaman were able to obtain under Section 129 a separate record of his character? That section empowers him to obtain a copy of the report of his character as recorded in the log. At the time he signed on for his next ship, he could then produce his continuous record of service, and unless the master also demanded proof of character, the other paper containing his record of character could be kept back altogether?—That would clearly amount to introducing two documents.

360. (Mr. Howell.) Suppose a seaman now exercised the option that he undoubtedly has, and asked you to give him his character on a separate document, what would you do?—I am afraid we should hold him to the certificate of discharge in the ordinary form as provided.

361. (Capt. Chalmers.) Could you not take a blank slip of paper and rule out columns upon it for extracts from the official log, so as to give him a copy bearing the office seal and your signature?—Yes, that could be done.

362. Don't you think that would be a compliance with this section 129?—I think there is no doubt that if the seaman received a discharge without any character, he would ask the master for a character, and to give him one upon another form would be just doubling the work.

363. (Chairman.) If a seaman, having read the section, said, "I am not satisfied with that endorsement, and I want you to give me my character on a separate form, namely, a copy of what the master has recorded about me in the log," what would you say to him?—I would say, "There is no form provided for the purpose."

364-5. Are you sure that it is necessary that there should be a form? The section reads: "Where a seaman is discharged before a superintendent, the master shall make and sign on a form provided by the Board of Trade a report of the conduct, character, and qualifications of the seaman discharged, or may state on the said form that he declines to give any opinion upon such particulars, or upon any of them, and the superintendent before whom the discharge is made shall, if the seaman desires, give to him or endorse upon his certificate of discharge a copy of such report of character." From that it would appear that the copy if demanded need not be upon any form approved by the Board of Trade?—Perhaps not.

366. (Chairman.) Don't you think it would meet your view of the injustice of a continuous record of character if that section were fully carried out, and if a seaman received upon a separate form, whenever he desired it, a copy of his record of character?—I think so.

367. You might then have two books of continuous discharges—one of service and the other of character, such as they have now in some foreign countries, including Germany?—Occasionally we have these books presented by foreigners.

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368. Have you noticed that their books only show service, and that their characters are recorded upon a different sheet?—I have not noticed that.

369. (Capt. Chalmers.) If the certificates were simply a continuous record of service without character, and the seamen made a point of never asking for records of character, would there be any difficulty in that man getting a ship?—I think there would.

370. After producing his continuous record of service? I am still assuming that the seaman has got his continuous record of service showing, if the captain takes the trouble to look into the matter, that there are very few breaks—only such as are necessitated by short holidays, and that there are no desertions, and that all the entries are in order. Supposing that were to go on for a year or for eighteen months, would not that in itself be sufficient to prove that the man's character is good?—When once you have got the idea accepted that the certificate merely shows the service, it might gradually come to be accepted as sufficient if the record of service were satisfactory.

371. So that you would only anticipate a difficulty at the outset of the scheme?—Yes.

372. And all schemes have difficulties at the outset, have they not—especially those dealing with seamen?—They have. It is natural for seamen after a voyage to have some certificate of conduct instead of one merely showing service. It would have to be explained if there was no certificates of character that none were given.

373. (Chairman.) If the seaman chose he could still have his character record in a separate form?—Yes.

374. (Capt. Chalmers.) Supposing the certificate were only printed on the face and the back were a blank, if the seaman wanted his character endorsed on that blank, you could turn over the certificate and stamp it by means of a rubber stamp with the letters "V. G.," or whatever else was proper, and with the office seal. Would not that be doing what the seaman wished you to do and affording a sufficient record of his character?—Yes.

375. Don't you think it would be best to do that and keep out of the form altogether any lines or columns indicating space for records of ability or conduct?—I think it would be better to keep the lines off the form.

376. In connection with the report of character which the captain is obliged to give in the log book, has it ever been treated as an entry which requires to be read over to the seaman before he leaves the ship?—I think not.

377-8. It has not been your practice so to regard it?—It has not.

379. Do you think that if we choose a book form that the books should be numbered?—I think so.

380. And, of course, they would bear on the face of them the man's name, age, height, complexion, and general description?—I think it would be advisable to put these particulars there; in the case of the parchment form I think the record had to be sent to the Registrar-General.

381. Would it be practicable at the time of engagement for the men to produce their books and for an entry of the engagement to be put in the discharge form at the beginning of the voyage?—It could be done. The certificate could be partly filled up.

382. There would be no difficulty if the masters and owners assisted by requiring every man before he signed to produce his book?—That could be done. It would so far relieve the discharging clerk, but it would not materially affect our work.

383. You have no power to enforce that at present, have you? I suppose it could only be done by the agreement of the masters and owners?—The entry would be made by our own officials.

384. I suppose the only means of effectually compelling the production of the book would be by the master saying to each man: "If you don't produce your book, I shall not ship you"?—Yes; but the master need not refuse to ship a man if he says he has lost his book.

385. (Mr. Clark Hall.) If the man said he had lost it, would you not require to issue another one for him?—Yes. If the entry had to be made at the time of the engagement he would have to get a fresh book at once.

(Chairman.) Thank you for your evidence.

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Mr. T. PORTEOUS, of the Victoria Docks, London, called; and Examined.

386. (Chairman.) I understand you are superintendent of the Mercantile Marine Office at Victoria Docks, and that you have been employed under the Board of Trade since 1863?—I have.

387. What has your experience been during that period?—I was in the Bristol office from 1863 to 1881, then I was a clerk and deputy, and from 1881 to 1883 I was superintendent at Avonmouth. Since 1883 I have been at Newport till 1892, and from 1892 I was at Grimsby until 1897, when I came to Poplar.

388. May I take it that the practice of your office in London is the same as at other offices with regard to the filling in of the certificates of discharge, viz.: that a clerk fills them in before the seamen come to be discharged?—No. I should think we do not fill in discharges for more than from six to ten ships in a year in our office. They are all filled up on board ship. I think it is rather extraordinary, and I don't think that applies to any other office in the kingdom, to such a large extent. Victoria Docks is my first experience of that kind.

389. Yours is an exceptional case where the certificates are not filled up in the office?—Quite so. We don't fill them up at all.

390. In other cases they are filled up in the office?—Always.

391. But at Victoria Docks they are filled up on board ship?—Yes.

392. Do you know any reason for that?—The explanation given to me is that when the office first started the work grew quicker than the Board of Trade supplied the staff, and the ship masters, who were in a hurry to pay off, said: "I will make out the discharges for you." The result is that now when a vessel is telegraphed from the Foreland the captain wires to his owner: "We shall dock to-morrow morning at 10 o'clock." The owner may write or wire: "We shall want to pay off at 12 o'clock," but if a fog comes on it may be the afternoon before the vessel arrives, and in any case we never send the master away without his crew being paid off.

393. When do you tally that part of the discharge which deals with character and ability with the official log?—I am afraid that may be overlooked.

394. (Mr. Howell.) It is all filled in when it comes to you?—Yes.

395. You have not time or staff to examine it?—Not to examine it properly. We sign and we are responsible for that signature.

396. How about your responsibility in the case of a man who gets a "V. G." discharge in the log, and yet by some oversight has only a "G." stamped on his certificate?—Perhaps I ought to have explained that we fill up all the characters. We stamp all the characters from the log. There are very few changes in the large vessels with which we have to do. By consent of the Board we give a blank book of discharges to the officer.

397. I suppose the ships you have to deal with are mostly large vessels?—Yes, they are nearly all liners.

398. And therefore their resources for doing clerical work of that kind are much greater than would be the case with the smaller and less prosperous classes of vessels in some other ports?—Yes. These line steamers have either a purser or a writer on board. Indeed, the P. and O. Company carry a writer as well as a purser.

399. Supposing that a man came ashore to be discharged and asked you to give him a record of conduct on a sheet of paper separate from his discharge, what would you do? At present the man's record of character is stamped upon the discs, but supposing he said that he was not satisfied with that, and wanted his character on a different form or sheet, what would you do?—We have nothing to give him instead.

400. What answer would you make to him?—That he must have the ordinary certificate and nothing else.

401. Have you ever heard of a seaman demanding a record of character on a different sheet of paper?—No.

402. They do not know that the Act empowers them to claim that if they like?—No.

403. Or that they need not have these endorsements unless they like?—No, no information of that sort is given to them.

404. (Mr. Howell.) Perhaps it has not occurred to you

that it is not an endorsement to put the character on the front of the document instead of on the back of it?—It used to be put on the back.

405. (Mr. Clark Hall.) Have you ever had a case where a seaman with a bad character has asked you to cross out the discs or to put nothing in?—No; he simply tears it up in such a case.

406. (Chairman.) Under your eyes?—Yes, and perhaps throws it into the spittoon.

407. The whole certificate?—Yes.

408. Is that done by men employed on these big liners?—Yes.

409. And will they get a ship again?—They will not get the same ship again, or same employ.

410. Do you find that the man who tears up a bad discharge leaves the port so that you never see him again?—We cannot tell that. He might go into another line until he gets a good discharge.

411. Have you seen men shipped into other vessels whom you have known to have torn up their last certificate?—I could not say. They would keep away from our office some time so that we should lose record or recollection of them.

412. Are the masters of these big liners careless or careful about the selection of their men?—I think they leave it entirely to their chief officer and chief engineer.

413. Are these officers careful or careless?—Careful. They are sometimes open to give a malicious character if the seaman has not done what they please, and the master generally supports his chief officer.

414. Do you find that these officers who are entrusted with the work of engagement and selection look to the men's discharge certificates?—Yes; upon the liners we have to do with they are careful.

415. Do they look at several discharge certificates?—Yes.

416. If a man produced some old certificates for two or three years and then said he had not been to sea since, would not that be suspicious?—Yes; such a statement would not be accepted. What I have been saying does not apply to other offices that I have been in.

417. Do the officers weigh considerations as to character?—Certainly.

418. Do you find that at Victoria Docks there is less producing of old certificates of discharge and less tearing of new ones than you have known in some other places?—Yes; very much less. I think ours is a most orderly office. We get a drunken or obstreperous man occasionally, but on the whole the character of the men who come to our office is very good.

419. Better than at Grimsby and Newport?—Yes, and especially Newport. The only troublesome men we have had are Liverpool and Glasgow firemen.

420. We are considering whether any form of continuous discharge can be adopted. Have you got any views about that?—At Bombay they have a continuous discharge, and during the last few days I found that Mr. W. H. Walker, late shipping master there, is now living in England. I put myself into correspondence with him, and have received a memorandum from him. He was the originator of the system of continuous discharges in Bombay.

421. Is it a purely voluntary system there?—He says it is not compulsory, but it has become practically universal in Bombay. Masters of vessels with native crews see it is a guarantee of the qualifications of the holder, and back up the Shipping Office by refusing to ship any native seaman (except a first voyager) who does not possess one. The masters found a great change for the better in the personnel of the crews after the continuous discharge system got into operation. The contrast in that respect is said to be very striking between Calcutta and Bombay, for in the former city the system has not been adopted, and the crimps throw any sort of trash on board ship. A chief officer has told me that they go two or three days' run to Chittagong for good men, as that is a nursery for good sailors.

422. Do the continuous discharges in Bombay apply to European crews or only to natives?—Only to natives.

423. Is a charge made there for the continuous discharge?—Half a rupee.

424. I suppose that is the initial charge for the book?—Yes, for purchasing the discharge, which takes the form of a roll in a tin.

425. What fee, if any, is charged for its renewal?—Eight annas, as in the first instance.

426. When lost?—If the last discharge recorded on the lost certificate was a bad one (i.e., decune), the charge is five rupees on the assumption that it was purposely lost, but if the last record was a good one then the charge is a rupee. All fraudulently altered certificates are correctly re-copied, for which the holder has to pay five rupees, and a note of the fraud is made on the copy.

427. When filled up?—When the continuous discharge is filled up the seaman is granted a second issue, which gives a summary of the first, viz., so many voyages in the P. and O. Company, so many in the Clan Line; and in prosecuting those voyages he received so many V. G.'s, so many Good, Fair, Middling, and Decline, both for ability and conduct. The first line on the second issue is filled up with the last voyage and its character and wages as a fresh start, and the first certificate is then ruled across from corner to corner, and given to the seaman, who is advised to take care of it, but he can never ship on it, as the crossed ruling betrays the fact that there is No. 2 somewhere. Mr. Walker further writes: "The same rule is observed when No. 3 and No. 4 are issued. No seaman had reached No. 5 when I left Bombay. All these certificates are entered in a ledger: name, probable age, height, marks on person, and in the case of Nos. 2, 3, and 4, the summary of characters is also filled in, and thus a full description of every man going to sea is on record in seven large ledgers in Bombay. All damaged or torn certificates are replaced by the Shipping Office in those cases where the seaman is not responsible. The origin of the continuous discharge was my own dissatisfaction at the little that I knew of what was going on in my own office as regards the shipping and discharging of native seamen; and I went to the Government of Bombay with my objects and reasons in 1875, and after some correspondence, operations were commenced in November of that year, and when I left in April, 1896, over 58,000 were in circulation; and they have given satisfaction to all concerned with the one exception of the Serangs, who are not allowed to say Yes or No to anyone who is about to be shipped or rejected. My objects in introducing this form of discharge were: To identify the seaman with the discharge he produced; to make him stand alone and compel him to be independent of Serangs, who used to sweat him (I think there are cases now); to eliminate all the rowdy element amongst native crews; to show native seamen that if they did not behave at sea they would get bad characters, and it would only be a question of time when they would never get a ship if their discharge were ever shown to any master shipping a crew. There are several men working at daily wages who could not or would not behave themselves at sea, or at ports of call, and they cannot ship out of Bombay because no one would look twice at five or six declines on their certificates, and on the third decline we used to recommend them to look elsewhere for work, and this they were compelled to do. Amongst deck crews there are some seven or eight rates of wages according to ability, but the moment decline was written in either column it meant *two rupees per month less next voyage*. Engine room crews, having fixed wages in their several grades, were left severely alone, and they are fully alive to the value of a good discharge. During the last fifteen years of my official life I alone used to issue certificates, and measure and write down any marks, etc. We used to have about forty fraudulent alterations in the year, generally as regards their conduct or ability, although there were cases in which the height or marks were dealt with, but so clumsily done that it never escaped detection. Sometimes these certificates were found to have been stolen, but they were of no use except to the owner. In the event of any seaman deserting at any port during the voyage, the fact was noted on the certificate, and when the owner turned up he was asked to refund any unearned wages (they always receive their month's advance in cash) and if (as was often the case) he pleaded that he had no money he was told to call when he had, but there was no hurry about it, any time would do. After we had these certificates in use about eight or nine years, Calcutta was ordered to adopt the same system, but, properly carried out, it interfered too much with certain interests, and therefore it never found favour with them, and has been permissive through indifference, and Calcutta is now the same as she was thirty years ago. More I cannot say, but Captain Hutchinson can enlighten you on other points. I felt amply rewarded," adds Mr. Walker, "for the time and trouble I had been at to bring the continuous discharge to

its successful working, when I was asked to send crews to join the City Line steamers in Calcutta, and we did on more than one occasion send crews and part crews across India by rail to join vessels moored, so to speak in the shadow of the Calcutta Shipping Office, and we never lost a man by desertion, but always received a telegram: "Men all right on board the steamer." I had nearly forgotten to mention that all characters below "V. G." were entered in a book for that purpose; it only contained the consecutive number and the character, and the book was productive of many fines of five rupees. I should mention that any man coming forward and saying he never had a certificate was shipped at lowest wages and grade, and never allowed to jump into high wages as a first voyager."

428. Does it not strike you that, excellent as that system may be, it is a little high-handed, and I am not quite sure that Britishers would appreciate all these rules?—Perhaps so. Another difficulty is that there they have plenty of seamen; but that is not always the case in our ports.

429. For instance, if we take the point after the third "decline," about advising the seaman to look out for other kind of work, the answer of the English sailor who was so advised might be rather strong?—No doubt.

430. Is it your opinion that we might attempt to put some system of continuous discharges into force here?—I think so.

431. Upon what lines do you think a scheme would be most likely to succeed? Take, for instance, the point about character and ability. Would you favour a system by which a discharge certificate shows also the character of a man or merely his service?—His character.

432. As well as his service?—I don't think a record of his service only would be of much value to him. Of course, I am speaking of able seamen and firemen; it might be different with officers.

433. You don't think the discharge would be of value if it did not also show the character?—I don't think so.

434. Supposing there were places for the record of character, but that he need not have it unless he liked, do you think the absence of any such record would destroy the value of the certificate? At present it is within the seaman's option. He can take his character or not, as he likes. If a man does not choose to have any record of his character put in his present discharge, he can maintain that attitude?—I think he ought to have that option.

435. Even under the continuous form?—Yes.

436. In carrying that same plan out, suppose you had a plain blank back to the certificate, without any of the present discs, and the seaman chose to have a record of his character as well as his service, the office could stamp a "V. G." or a "G." upon the back, as the case may be. A good man might then show, not only his record of service, but also some proof of his conduct and ability as well; whereas the bad man would probably not want a record of his character. A careful master might, therefore, be able to see from the absence of any record of character that there was something suspicious about the case; unless he thought that the records of service gave him sufficient indication of the seaman's character?—Quite so.

437. Would not that probably be just as efficacious as a lot of bad marks, i.e., the absence of a character might mean almost as much as the bad marks?—I quite agree; but if a master is judicious and careful, he will not decline to take a seaman because he has one bad mark against his character. I have asked some masters what view they would take of a suggestion of a bad character, maliciously given, and they have replied that, if a seaman had been two or three voyages in another ship with "V. G." they would consider that on the whole he had behaved himself well. They would look to see whether a man had gone more than one voyage in a ship rather than one voyage, even if he had made a mistake, and got a bad character for that one voyage.

438. Even although the last discharge was a bad one?—Yes.

439. As a matter of fact, although a master may say that, if you were yourself engaging a crew, and saw one man who had a clean sheet, and another who had a bad mark on his last discharge, would you not, other things being equal, prefer the man with the clean sheet?—I would. The man with the bad character must suffer.

440. Therefore he would only be taken by a liberal-minded master if he happened to find himself in company with other seamen who also had bad marks, but if

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there was a sufficient supply of the best men, is it not probable that he might find some difficulty in getting a ship?—Certainly.

441. (Mr. Clark Hall.) Does that apply to Bristol as well as to the Victoria Docks?—There is sometimes a scarcity of seamen in Bristol.

442. (Chairman.) I think the point of Mr. Hall's inquiry was whether the masters at Bristol are less careful than those at the Victoria Docks, and that, therefore, a seaman with a bad or indifferent character would be more likely to be taken on at Bristol than at the Victoria Docks?—Certainly.

443. Do you think it would be at all essential to the success of a continuous scheme that the master should hold the book or certificate during the voyage?—Yes, I think he should, as he holds the certificate of his mates and engineers. Only I would suggest that a strong notice should be put outside his log-book calling attention to some circular from the Board of Trade on the subject.

444. A circular to what effect?—That the master should in the first place return the discharges of any of the men who don't join, and that he should be sure to give the certificates up to the superintendent at his home port at the end of the voyage, which masters now sometimes forget to do.

445. Is there any provision in the Act of Parliament to enforce the retention of all the continuous discharge books by the master?—I think the seamen would voluntarily give them up, as they do now.

446. Do they always give them up now?—Yes.

447. Have you never known a case where a seaman has refused to give up his discharge to the captain?—Certainly not.

448. (Mr. Howell.) The circular you suggested would be merely advisory?—Quite so.

449. (Chairman.) What would happen if a seaman refused to give his book up?—The captain would not ship him.

450. Supposing that these things were lost by the seamen during the intervals they were ashore, between

leaving one ship and joining another, what would happen then?—I can remember that when I entered the service the old continuous discharge was in force for two years, and we used to fill up the form E4, which was forwarded to the Registrar-General to be registered. I think that might be done away with if the number of the discharge was entered on the articles. If the man wanted a copy he ought to be able to give some account of the vessels he had served in, and the Registrar could refer to the records of these vessels.

451. (Mr. Clark Hall.) I suppose you don't contemplate having a central register kept by the Registrar-General of Seamen, showing the record of each man's service. A man who had deserted could omit any mention of the ship he deserted from?—That is so. I was thinking more of saving the work these continuous discharges would involve in the office.

452. In Bombay they keep a central register?—Yes.

453. (Mr. Howell.) I gather that you are in favour of trying a system of continuous discharges?—Yes.

454. And you see nothing impracticable in it?—Not at all.

455. And you don't think it would add very materially to the work of your office?—Not of mine.

456. You mean, because the clerical work is done for you on board the ships?—Yes, but if there is to be a record kept of the endorsements and of discharges, which must be done in the office, then it would seriously increase the work.

457. (Chairman.) A copy for the purposes of duplication afterwards if the seaman loses the certificate?—Yes, we should have to do that.

458. (Mr. Clark Hall.) Do you propose to keep a record of the man's service in your office?—No, I do not.

459. Would you propose to enter up a man's number upon the agreement at the time he was engaged, or would you wait till the time of discharge?—The time of engagement.

(Chairman.) Thank you for your evidence.

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Rees.

Mr. J. T. Rees, called; and Examined.

460. (Chairman.) You are the superintendent of the mercantile marine office at North Shields?—I am.

461. And consequently you have had a great deal to do with the discharge of seamen?—That is so.

462. Under the present system of single discharges, when a seaman obtains a bad discharge, he often tears it up and destroys it, sometimes actually in the office, does he not?—He does.

463. Consequently when he next tries to obtain a ship he produces an old discharge?—That is so.

464. The present system is, therefore, unsatisfactory in that respect?—It is.

465. I suppose you are of opinion that it would be advantageous both for good seamen and also for the owners if some continuous record, which the men could not destroy, was approved by the Board of Trade?—Yes, it would be an advantage in several ways.

466. It would be an advantage in mitigating the evil to which I have just referred?—Yes. One of the advantages would be that a continuous discharge would prove a man's title to his rating. At the present time there is often a difficulty to prove his title to his rating. He may sail as an A.B., but under the Act he is not entitled to that rating unless he has been four years at sea.

467. But you cannot prevent a master taking a man under any rating which the seaman chooses to assume?—True, but the continuous discharge would prove his rating, and that would be an advantage to the seaman.

468. How would it prove his rating?—His service would be written on the continuous discharge.

469. That is only a record of his service, and it does not follow that he is what he says he is. A man may go to sea as an A.B. without four years' service; the master takes him as an A.B., and discharges him as such, and he would appear in the discharge certificate as such?—He would, but it is an advantage to a seaman to be able to prove his four years' service.

470. After he could show four years' service he would undoubtedly be entitled to the A.B. rating?—Yes, the certificate would prove his title, and, moreover, it would

prove his sea service at a glance for the Royal Naval Reserve. Frequently we have applications from men, and cannot make out their time, as they cannot remember all their engagements. At the same time the continuous certificate might be a disadvantage to the sailor in the event of his losing it, as it would be more difficult to replace.

471. I suppose that is merely a matter of record keeping if there was a sufficiently large staff either at a Registrar-General's office in London or at the local mercantile marine office?—In making an application for renewal the seaman has to state to the Registrar-General the dates of his service and the ships' names. The difficulty might be after four years' service to go back upon all these details and prove them.

472. If he can give the Registrar-General the name of the ship he served in, or the ships he served in, during a particular year, he can obtain a copy of the certificate?—The voyages are often short and quickly over. During four years a man may have done nearly forty or fifty voyages, and it is difficult, if he has lost his continuous discharge, to go back upon all that.

473. Difficult in what way?—Difficult for him to remember it?—Yes.

474. Still, if he performed so large a number of services in one year, say, thirty voyages in one year, it would not make much difference to him if in a copy of his certificates two of them were left out. If, through a slip in the man's memory, or in book-keeping, particulars were only given of twenty-eight voyages, instead of thirty, and there was a good character for each, nobody would criticise or make much difficulty if it was found that he had really served twenty-nine or thirty times. Is not that really a detail of book-keeping?—Yes, it could be got over.

475. You don't see any insuperable difficulty in giving a man a copy of his last discharge?—Not at the present time.

476. But under the continuous discharge system?—I should think Mr. Clark Hall could say better than I could whether there would be any difficulty in doing that.

477. You seemed to assume that there would be some

difficulty, but if it be taken for granted that we can have an ample staff to do these things, don't you think it could be done?—It is quite possible the difficulty could be got over.

478. On the whole, are you in favour of the adoption of a system of continuous discharges?—Yes, I am quite in favour of it; I believe it would be an advantage.

479. Have you thought about the form in which you would like to see it carried out?—I have not.

480. In the present discharge form there are discs at the bottom of the paper in which to record the character of the seamen. Would you like to see the record of his character placed on the discharge form if continuous certificates were adopted?—Certainly.

481. Would you make that compulsory?—It is not compulsory now. I think I should allow the sailor the option of saying whether he would or would not have his character upon it.

482. That is so now?—Yes.

483. You would carry out the present policy?—Yes.

484. You would not think it a good thing, even if we could pass an Act to do it, to force every sailor to have on his discharge a record of his character and conduct?—No.

485. Why not?—Because it is frequently the case that a man may be in a ship for a period of twelve months, and may have six voyages. He may have a good character for five out of the six, but in the sixth voyage he may not have got along so well with somebody on board, or may have got across the master, and the master may have given him a bad discharge.

486. Do you mean to imply that the master may have given him a bad discharge for rather a petty reason?—Bad discharges are sometimes given for petty reasons.

487. Personal friction or something of that kind?—Yes. The master may on the sixth voyage give him a discharge which practically cancels the good characters he has got during previous voyages in the same vessel.

488. Would that cancel the good discharges?—If the sailor had the option, and knew he was likely to get a bad discharge, he might say, "I don't want my character entered upon my continuous certificate." The next master to whom he applied, seeing the blank, would ask what it meant, and the sailor might reply, "I did not get along with the master that time, and I told him not to put down my character." This would leave the seaman the opportunity of an explanation.

489. That might not be the true explanation?—Quite so.

490. Would not that be the obvious explanation that any bad sailor might offer?—All the same, I should be disposed to give the sailor the option.

491. You are now speaking from the sailor's point of view?—Yes.

492. Now, look at the matter from the owner's or master's point of view. Has not the owner every right to say: "Before I employ a man on my ship I want to know what character is given him by other masters who have been over him"?—That is not done at the present time. All that masters ask for is the last discharge.

493. They have the right to ask for all the discharges?—Yes, if a man had twenty-eight good discharges the master would not put him down as a bad man for one indifferent character.

494. Supposing in the last discharge he had had no character at all?—If the man had a good many in front, and all "V. G.", I don't think that man would suffer in consequence.

495. I understood you maintained that a bad record might damn a man's character and make it difficult for him to get a ship. You may remember saying that you would allow the present system of option to continue, because if a man got a bad discharge for a petty reason it would make it difficult for him to get a ship?—That is so.

496. But he may tear up his last discharge?—Sometimes it is done.

497. It is within his option to do so?—Yes.

498. Under a continuous discharge system he might not be able to do this without it being apparent that he had torn up the character. I understood you thought that if he produced his discharge with a bad character upon it, that would make it difficult for him to get a ship, and that you thought it would be undesirable to put that power into the hands of the masters?—I did not quite intend to say that.

499. Then let us be quite clear about it. Why do you think it would be better to follow the present policy of giving the seamen an option?—Because at present it is not compulsory, and I think it would be better for him not to be compelled to have his character inserted in a continuous discharge. I would leave that to his own option and explanation.

500. Why "better for him"?—Because if it is left unmarked there is nothing actually against him.

501. By "better for him" you mean easier for him to get a ship?—Yes. The master would be more likely to accept a discharge where nothing was filled in about character than one where there was a distinct record against a man.

502. In fact, it would be easier for him to obtain a ship and find a master who would not inquire into all the circumstances of his previous record?—Quite so.

503. That is from the sailor's point of view. Now, looking at it from the owner's point of view, is not the owner justified in saying: "I don't wish my master to be deceived in that way; I want him to have the true facts of the case with regard to every seaman he is asked to employ"?—Yes.

504. If you are engaging a cook, why should you be prevented from obtaining full information as regards the conduct of that cook in her last place?—I quite agree with you.

505. Then why is the case of the seaman different from that of the cook?—If I were a master I should be particular about the character, and if there were blanks in the certificate I should require to have them satisfactorily explained.

506. But if you leave it to the option of the seaman to explain them in his own fashion, how can you know if the information is satisfactory?—There would be no proof that what he is stating is correct. It would be left to the judgment of the master whether he accepted the explanation or not. The master would be justified in saying: "I won't take you."

507. Is the owner not entitled to say: "Why should my skipper be placed in the position of deciding when there is no evidence? If the man's statement is true it ought to be recorded." If he has a bad discharge ought it to be left to the seaman to say that although he was really a capital sailor, he and the master fell out? Is not that rather an unsatisfactory way of leaving it?—There would be no other way but to make it compulsory.

508. Do you think the compulsory method would be very unpopular among sailors?—I don't think it would, because the men of bad character are the exception and not the rule, by any means.

509. Do you think that the great proportion of the men have good characters?—Yes, a very large proportion. We may be paying off men for weeks together and not have a single bad discharge, all being "V. G."

510. Do you always take it for granted, when a seaman gets a "V. G." certificate, that it is quite certain he is a "V. G." man?—That is another thing; I would not say that at all.

511. When you say that the great majority have good characters do you mean that the great majority of the certificates are "V. G."?—Yes.

512. You can only judge by what the masters report?—Yes.

513. Still, you have a suspicion that they are often lax in that particular?—Sometimes very lax. Some captains may have disagreeable men all the voyage, but when they are done with them they will give them a good character for the purpose of parting friends.

514. It is easier to part friends with a "V. G." character than to continue the row by giving a bad character?—Yes.

515. Then you would retain the same procedure by giving the seaman the option of having a character discharge or not. Would you give him the option of having it upon the actual service discharge or upon a separate sheet. What I mean is this: under Section 129 of the Merchant Shipping Act the seaman has the option of having a copy of what is entered in the log book about his conduct on a separate sheet or form. I believe it is not customary to do that?—It is not the custom.

516. You either give him his character record on the discs or not at all. The fact remains that he is empowered by the Act to ask for it on a separate form. Would you under a continuous discharge system be in favour of allowing him to receive that record of character on a separate form, or would you, as is now done, have it

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entered upon the service discharge?—I assume that it is not proposed to give him a second discharge over and above his continuous discharge.

517. You propose to make the discharge a record of service. The character would either have to be entered on that, as it is now, either on the back or front, or given to the sailors upon a separate form. Which do you think would be the best?—The character should be on the face of the form.

518. Or on the back of it?—I think it is an advantage to have it on the face of the certificate, but that is a matter of detail; it should be on the form.

519. Why should you not carry out the Act and give it to him on a separate sheet?—If he wants a copy of the whole entry in the log book it might be necessary to give it to him on a separate sheet.

520. Do you see any objection to a plan by which there should be two continuous books, the first merely showing a record of service, and the second a record of character, their numbers corresponding so as to show the relation of the character to the voyage; and then a master, before signing on a crew, could ask to see any of their character books so as to see what their record was for any particular voyage?—I don't think it would be well to have many books, the simpler the system is the better. All that has to be said for or against a man ought to be entered on one book. Sailors are unfortunately people who have great difficulty in preserving anything belonging to them; you cannot introduce anything too simple for the sailors; and I should say that the continuous discharge form should contain all that is necessary. The exception would be where a man required a copy of the whole of the master's entry from the log book. That could be given to him on a separate form if necessary. There might be some small form prepared bearing an official heading to meet such cases as that, but I never saw one yet. I have been twenty-seven years under the Board of Trade and I have never known a single instance in which a sailor has asked for a copy of the report from the log. It is very unlikely to be asked for.

521. They don't know that they either have the option of taking a character at all or that they can refuse to have these discs filled up?—I think they are schooled and educated now by those who are able to tell them if they do not get what they are entitled to.

522. At the same time they don't ask for it?—No.

523. (Mr. Howell.) I think the same difficulty occurred to me as to Lord Dudley, namely, a slight inconsistency in your statements. First you said that a system of continuous discharge certificates would put a seaman at the mercy of a tyrannical master, and enable him to spoil a sailor's whole record by one bad entry; then you said that the whole of a man's service and character should be on one document. Of course, the seaman has the option now of having his character on a separate sheet, and I think you are in favour of letting him still have that option?—I am.

524. Supposing we followed the plan of some countries, such as Germany and Sweden, of letting the man, if he chooses to, have his character on a separate sheet, leaving the back of the continuous discharge perfectly blank unless he chooses to have his character endorsed there; do you see any objection to that plan which would leave the master the power of calling upon the seaman for his character in addition to the record of service?—I have the same objection to that as to introducing two books. I think the utmost simplicity is necessary.

525. Then your feeling that the whole character and certificate of service should be in one document is stronger than your feeling that a continuous discharge might be spoiled by one bad character?—Yes, I think it should be left entirely to the discretion of the seaman, but if his "V. G." is put down in every case and then there is a blank, the man should have an opportunity of explanation.

526. It would require legislation to authorise a continuous certificate of that kind?—Probably.

527. Yet you think it should bear a complete record of the man's service, qualifications, &c.?—Yes.

528. You do not think there is anything impracticable in that?—I do not.

529. Do you think it would cast much increased duty on your office if that system were introduced?—I don't anticipate that there would be very much; I don't know what is proposed in the matter of the master taking these at the time of the engagement.

530. You don't think that there would be, so far as you can see, any material increase in your work?—Not very

material, but I may remark that masters of vessels when they are going to pay off send us notice, and we prepare the discharges, which is a great economy of time.

531. Is that done in most of the cases?—Yes, under the present system.

532. I suppose very few have them filled up on board?—Never with us. It is all done by the clerical staff. The articles are sent to us and we complete the discharges, and it is important to know when, under the proposed continuous discharges, these particulars would come to our hands. They might not come into our hands until the men were at the counter waiting to be paid off. If the entry had then to be made, and the references made to the log book, that would lead to delay. If masters, when they send us notice that they are going to pay off, would at the same time send us the certificates and papers, there would be a great saving of time, but that is a matter of detail. I don't think it would entail very much extra work.

533. Are you at all acquainted with the previous attempt to introduce a system of continuous discharges?—I have had no experience of them.

534. I understand you to say you are on principle in favour of introducing a system of continuous discharges, and that you see no insuperable difficulties in the way of doing it, and don't think that the work of your office would be very materially increased?—That is so.

535. If any system of continuous discharges is introduced its success must of course depend very largely on the support we obtain from masters and owners in carrying it out, by giving a preference to seamen who have got continuous discharges?—That is so.

536. (Capt. Chalmers.) With regard to the difficulty which you might experience in getting the books promptly forwarded, of course you are aware that when a master or owner gives notice of discharge you can demand twenty-four hours' notice?—We might demand it under the Act, but that could not be carried out in our port. The Tyne is largely used as a bunkering port, and vessels are in the port about six hours, and under the "coal loading port" clause often change their crews.

537. But would not it be a remedy if you could say to a captain that if he forwards the continuous discharge books with the articles, you will take his case in two or three hours, whereas, if he does not, you will demand twenty-four hours' notice? Would not that get the masters into the way of collecting the books before the men went ashore and forwarding them to you with the articles?—We have twelve miles of river on the Tyne, and the master sends a seaman or the pilot or any river man to say when he will pay off, but we have no means of sending back a message to him on the river. If it were understood by masters that in giving notice of discharge the certificates should be forwarded along with the log and articles, that would expedite the work. It would be in the captain's interest to do so, and I believe that, generally speaking, he would do so.

538. You think that a circular issued to the masters or put on the official log-book drawing their attention to that point might serve the purpose?—Quite so.

539. You see no difficulty, if the masters co-operate, in making the men, when they come to sign on, produce their book of continuous discharge, and in making at that time the entry of engagement in these books?—I don't think there would be any difficulty about that. They produce them now, and would produce them then.

540. As a rule, they hand them over to the master, do they not?—Not in all cases. In fact, not in the majority of cases on the Tyne. The rule now prevailing is for the master to give the man his discharge back after the agreement is signed, but the masters sometimes lose them or humbug the men. Indeed, the men sometimes put the masters into court for having refused to return their papers.

541. Don't you think it would be necessary if this continuous discharge system were put in force that we should instruct the masters to take possession of the book whenever it is produced?—I think that ought to be done. It would facilitate the discharge.

542. And also in case of men who fail to join, or who desert, when the master sends back the Eng. 2 he should also send back the man's book?—He ought to.

543. Do you get the discharges now?—Not until the end of the voyage. They are put into cases alphabetically arranged in our office, and we deal them out as applications are made for them, which is pretty frequent in the case of local men. We find this more convenient than sending them up to the Registrar-General.

544. If books of continuous discharges were used would you recommend that such books be numbered?—Yes, I suppose that would be useful.

545. That number would be entered on the Articles?—Yes.

546. If that were the case and a central register were kept by the Registrar-General, would not that enable you to do away with your book containing the record of engagements?—The numbers would trace the men, but the engagement book is very useful, and I don't know very well that we could afford to let that go.

547. For your own purposes you find it useful?—Yes.

548. (*Mr. Howell.*) Useful locally?—Yes, because without it, when we parted with the agreements, we should be able to answer nothing, and we have many inquiries.

549. (*Capt. Chalmers.*) That would throw all the work on the central register?—I think it would be necessary nevertheless to continue the engagement book.

550. At present when men come to be discharged, do any proportion of them know that they have an option as to the filling in of the discs?—I could not possibly answer that question.

551. (*Mr. Clark Hall.*) Have you ever had a man ask for a separate report of his character?—I think not.

552. (*Capt. Chalmers.*) The superintendents have never informed the men of the option?—They, I believe, have never done so.

553. Do you fill in the discs before the man comes for his money?—We do.

554. The seamen never have any option presented to them?—It has never been put to them so far as I know.

555. If the continuous discharge were simply made a record of service, with a blank back, and the seaman knew that he could have the report of character endorsed upon it by means of a rubber stamp, don't you think that would be a useful system?—Yes.

556. Suppose a man consistently said that he was not going to have the back of his certificate stamped with records of conduct, and that he wanted to leave the space blank—would it operate against the man getting a ship if the document bore no character at all?—I should think so.

557. When the master is faced with that situation I suppose his only remedy is to look down the record of service. Don't you think if he found a fairly continuous record of service, with very few breaks and no desertions, that that would be a pretty good indication of a seaman's character?—Of course, the master exercises his discretion, and he may come to a conclusion upon that basis.

Mr. A. SMITH, called; and Examined.

569. (*Mr. Howell.*) Will you please tell the Committee shortly what your service under the Board of Trade has been?—I have been twenty years in the service, all at Dundee—the last eight as superintendent.

570. I think you know that the question before this Committee is whether the present system of certificates of discharge should be replaced by a system of continuous certificates?—Yes.

571. Supposing the use of a continuous system were introduced, would that involve much more time and labour on the part of your staff?—I am inclined to think it would simplify the clerical work.

572. Why?—Because the seaman's name and age and place of birth, etc., would be recorded once for all; if the system were introduced in such a way that half the work could be done on engagement, and half on discharge, that would simplify and lessen the labour.

573. What is the practice with regard to discharges at your port? Do the owners or masters send up the forms from the ship already filled in?—They are all filled in at our office, by our own staff.

574. And now let me interrogate you upon the subject of giving characters upon certificates. You know, of course, that under section 129 the seaman really has the option whether he will have his character endorsed on the back of his discharge certificate, or upon a separate document, or not at all? Have you ever known a seaman ask for a copy of it upon a separate document?—No, I cannot say I have.

558. But would not that indicate a fairly good character?—Yes, it would.

559. Supposing that went back for eighteen months or two years, and it was found that the man had never deserted?—When a man's certificate of discharge is examined, it is not looked at with an idea of finding out whether there are intervals of idleness. Masters don't go into these particulars much.

560. Not under the present system; but when a master is driven to that, and he sees no record of character, if he uses his common sense he will say, "The only indication I can have whether this man is a good fellow is by inspecting his record of service, and it will show whether the man has been idle or industrious"?—Yes, but nothing more.

561. It will also show that the man does not desert?—It may show that if the master gives himself the trouble to compare all the different dates and so forth, which I am sure he never will do.

562. (*Mr. Clark Hall.*) Would a master prefer a seaman with "V. G." on his certificate to one with a blank as to character?—He would prefer the "V. G."

563. (*Capt. Chalmers.*) The master might place the same value on the "V. G." as you do, and think that it is given in a very lax way sometimes, but what if he finds that a man's service was not very good, and that there were large breaks in his record?—A seaman could not have a continuous discharge if there were many intervals on shore. He would have to explain them.

564. The desertions would I suppose be apparent?—The man might be left in hospital or discharged abroad, which might be omitted from his discharge.

565. (*Mr. Clark Hall.*) I suppose masters, like seamen, have their peculiarities, and that some always give "V. G.," whilst others seldom give more than "G."?—I can remember one master who declined to give any other character than "G." to the whole of his crew.

566. At some ports I understand that to be not uncommon? Do you think that all should be limited to "G.," as it tells against a man's character when he only gets a "G.," whilst other men are getting "V. G."?—I think there is a little confusion at the present time in some ports between the "V. G." and the "G." If a man's character is good, the "G." ought to answer the purpose. I do not know that it is of much advantage to mark the degree of goodness. The certificate should be marked either good or declined.

567. (*Capt. Chalmers.*) If a system of continuous discharges were introduced would you favour it being extended to firemen, stewards, and cooks, and everybody, as well as the deck hands?—Yes, to the whole of the crew.

568. Regardless of rating?—Yes, regardless of rating.

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575. Suppose one asked you for a separate form of character, what would you do?—We have no form for the purpose.

576. You have no doubt many difficulties to contend with, and probably that is one; what would you do?—The seaman could have the copy in manuscript.

577. But you have never had such an application?—No.

578. The seamen probably do not know that they have that option?—Quite so.

579. I suppose you have not had any experience of previous attempts to establish continuous discharges?—No, I have not.

580. Do you agree that the system of having a continuous record would be a good one?—Yes, if in book form.

581. Do you see any objection to a seaman having his character on a separate form if he wants it?—I see none.

582. You know that is the custom in Germany?—Yes.

583. Is it more usual for a master to give a bad discharge for a trivial fault, or for a seaman to get a "V. G." one, when perhaps he does not fully deserve it?—I think the latter is the more common experience.

584. The masters are more inclined to forgive the men than to be hard on them?—We have heard of bad cases where the men have nevertheless got a "V. G.," perhaps because the master felt satisfied that the voyage was over, and that he was parting with the man.

*Mr. A. Smith.* 585. Have you had much experience of masters giving "G." instead of "V. G."?—I think the general practice all round is to give "V. G."

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586. Do you see any advantage in having "V. G." as well as "G."?—It gives an opportunity to a master to be a little more explicit, or to give more emphasis to the character, one way or the other.

587. Does not the distinction between "V. G." and "G." depend often upon the idiosyncrasies of the master rather than on the character of the seaman, because we have heard of some masters who only give the "G."?—The value of these letters to a seaman are different from what would appear to the general public. Sailors regard "G." as a bad discharge.

588. They regard the "G." as meaning bad?—Yes, and "decline to report" is absolute condemnation.

589. I gather your opinion to be that on principle you are in favour of introducing a system of continuous discharges, and that you see no insuperable difficulties in administering such a system?—That is so.

590. (*Capt. Chalmers.*) If such a system were introduced, I suppose you would not be in favour of it being made permissive?—No.

591. You would favour one exclusive form for the discharge of seamen?—Yes, and I would favour the character being on the back.

592. You don't think that the discharge form should be a record of service alone?—No, I think the character should be given with it.

593. Why should you confound character with service? If a man wants a record of his service, pure and simple, is there any advantage in disfiguring it by putting his character upon it?—The advantage to my mind would be this—that I fancy the seaman would prefer such a form. He would prefer a record of his service and a record of his character on one document.

594. Do you think it would be a good system in that case if it was still left open to him to have the record of character endorsed, if he desired it, upon the back of the record of service by means of india-rubber stamps, but that otherwise the back of the certificate should be left blank, without lines or rulings, to call attention to the absence of a character?—What I think the seaman would take a pride in would be a series of good records, with the option of omitting a bad one.

595. Is it within your knowledge that a seaman ever learns, before it is handed to him, what character he is going to get?—Sometimes he may have an idea, but that is all.

596. Has the superintendent or deputy superintendent never considered it his duty before handing the seamen their discharges to ask if they wish the discs filled in?—I don't think it has been the practice to put that before them.

597. If the record of service was on the face of the leaf or page, and the back was left blank for an india-rubber impression of the character when desired, would that not meet the case?—I think so.

598. Would you rather have that, or have a space ruled, with headings for record of character, conduct, and ability?—I have brought with me a book, a kind of model, embodying my ideas. (*Copy of book handed in. See Appendix.*) I think it should be made the practice to ask a seaman whether he wishes his character recorded.

599. You would give the sailor the option as to what part of the record the character appeared on?—The record is not much valued without the character, except in the case of a man who is coming up for examination.

600. (*Mr. Howell.*) But the seaman has the option now of putting the character on his discharge certificate or having it separately. You would not destroy that option, would you?—If a seaman had a continuous record that was good he would be much against allowing a "G." or a "D." to appear on it. It might be assumed that he would not object to a "V. G." appearing, but if that did

not describe his character, he should be consulted whether he wishes the record to appear. If a seaman gets a "G." at present he can withdraw that discharge or tear it up.

601. If a seaman with a good record chanced to get into the hands of a tyrannical master, with whom he could not agree, you think he should be allowed to elect not to have a character record for that voyage?—Yes.

602. Would not the absence of a character operate in the same way as a "D."?—No, he could not complain of it.

603. That would show the virtue of the form of endorsement by means of india-rubber stamps?—Yes.

604. You think that the suggested system would lessen clerical labour?—Yes, if we could carry the masters along with us, and get them to bring us the books. It would be to their own advantage.

605. A circular or notice might be put in the official log drawing the attention of masters to the system, and requesting that if they do not hold the books, they should collect them before the men leave the ship, and send them to the Shipping Office?—I don't think that system would work so well as the masters taking charge of the books, for the seamen might leave them at home in some cases.

606. At the time of engagement, it might by instruction be made imperative on the masters to bring the books?—The only objection they might have would be that when they have perhaps thirty men it would mean a pretty cumbersome parcel.

607. But ships are big nowadays?—There would be the official log-book, the articles, account of wages, the discharges, etc. In some of the Baltic ports, Russian ship brokers supply masters with portfolios.

608. It would be very simple for shipowners to supply the masters with a tin box to hold all these papers?—Yes.

609. (*Mr. Clark Hall.*) Would there not be some loss of time, if the men kept the books, through their fumbling about at the time of discharge in trying to get them?—They would take a pride in them if the records were good. And as the record would include engagements as well as discharges, I think it would be better if it were called "Certificate of Service," rather than continuous certificates of discharge. I think it would tend to popularise the system.

610. (*Capt. Chalmers.*) When the system was in full operation, the seaman would take a pride in the books?—Yes, I think so.

611. Would you favour the abolition of the "V. G.," so as to have simply the "G." or the "D."?—I don't think that could be broken down now. It has been too long in operation. I think there would be opposition to such a scheme.

612. (*Mr. Howell.*) You don't think that any system of continuous discharges should be retrospective in its operation?—No.

613. What would be your idea of a reasonable period of notice before introducing such a system—a year, or a year and a-half?—I don't think long notice would be necessary.

614. How long would you suggest, to bring the system into force?—Perhaps six months.

615. Is there anything else you have in your mind you would like to mention?—There is the discharge of coasting vessels.

(*Mr. Howell.*) Discharges are only required now in the case of foreign-going ships.

616. (*Capt. Chalmers.*) Would you favour the coasting vessels having a continuous discharge?—Discharges are given now by their masters, but not in a continuous form.

617. (*Mr. Howell.*) Do you mean that to a considerable extent they have adopted in the coasting trade our system for foreign-going ships?—Not quite the same.

618. (*Mr. Clark Hall.*) It does not contain a report of character?—No, it does not.

## THIRD DAY.

*Tuesday, 20th June, 1899.*

PRESENT :

The Right Hon. The Earl of DUDLEY (*Chairman*).

Captain A. J. G. CHALMERS.

Mr. J. CLARK HALL.

Mr. W. J. HOWELL.

Mr. C. HIPWOOD, *Secretary*.

Mr. ECKELL, called; and Examined.

*Mr. Eckell.*

619. (*Chairman*.) You are, I think, the acting Vice-Consul in the Swedish and Norwegian Consulate General in London?—Yes.

620. And you have been kind enough to come in order to give us your experience of the system which is at present in force in Sweden with regard to Certificates of Discharge?—Yes.

621. Do you know what our present system is?—I do.

622. The Swedish system is rather different is it not? You have a form of continuous discharge?—We have a book for such discharges both in Sweden and in Norway.

623. As a record of the service of the seamen?—Yes, to some extent.

624. Then, do you in another book or paper give the seaman his character?—No, there is no official form for the character.

625. Is there nothing on which his character is recorded?—Nothing official. I have a copy of the Swedish Discharge Book here.

626. What is that book called?—The Seaman's Book. It contains columns for the name and other particulars of the seaman as well as his time of service and rating.

627. The record of service shows each voyage?—Yes.

628. Can you tell us why there is no record of character?—I think it was from the beginning meant to be only a record of service at sea. These books are issued in connection with the so-called Seamen's Houses which they have in Sweden. The Seamen's Houses in some respects resemble the Mercantile Marine Offices in England. It was established many years ago. The institution is now rather antiquated, I have been told.

629. Are they under Government?—Yes. Seamen's Houses were established in order to forward the interests of shipping and of seamen. The seamen are, according to the rules, entitled to a pension when they retire from the service, either from old age or serious illness, or from accident or other calamities. I suppose it is in that connection that these books were first given to the seamen. They have to be inscribed at the Seamen's House. Sailors have a right to be inscribed there. I cannot find that there is any absolute obligation upon them, but practically it has become universal. It may be said that every seaman is so inscribed. I believe these books were not meant originally to be discharges in the ordinary sense, although they serve practically the same purpose.

630. Am I right in understanding that this is what you mean, namely, that a seaman can obtain a pension in Sweden when he retires from old age, or when he is forced to leave the service owing to any serious accident?—Yes, according to the rules in force.

631. That is, so long as he shows certain sea service?—Yes.

632. And his mode of obtaining that service is first of all to become registered or inscribed at one of these Seamen's Houses?—Yes.

633. And when he is so inscribed, he obtains a book such as you have produced?—Yes. And out of his wages he has to pay a certain small amount towards the Seamen's House. When he is paid off the amount to be so paid is stated in this book, and the Captain has to account for that to the Seamen's House authorities.

634. At the end of his service does he show that book to the Seamen's House at which he is inscribed, and do the authorities then award him a pension upon such service as he can prove?—Yes, according to the regulations.

635. And although it is not necessary for every seaman to take a book, unless he chooses to make himself eligible for a pension, most of them, as a matter of fact, do so?—Practically they all do so.

636. When a seaman is paid off in Sweden what would happen if he did not produce a book of the sort you have shown—I mean is there any other method in force by which he could be paid off?—Oh, yes. There is no absolute necessity for producing the book. When sailors are discharged they have to be paid off.

637. Is there any other form apart from that book?—No official form.

638. As long as the sailor is paid his wages, and no disputes arise, it does not very much matter, does it, whether he is given a certificate of discharge in the book form or whether he is not?—No.

639. Really it is purely a voluntary thing altogether?—The fact is that every seaman has one of these discharges.

640. At the same time a man could be paid off quite easily without one of these books?—Yes, but some masters will not ship them without a book, whereas another will ship anyone whom he thinks a good man, if the man can prove that he is not a deserter.

641. If a seaman loses his book in Sweden, is there any means by which he can get another copy of it?—Yes, I daresay he would be able to get another copy. I may mention that the pension to which a man is entitled on retiring from the service is forfeited if he deserts.

642. Does the Captain of the vessel hold these books during the voyage?—He does, and if a seaman deserts his book is sent into the Shipping House.

643. So that the man would lose his book?—Yes.

644. As the object of the book is to make a man eligible for a pension on the ground of service, it was not thought necessary to include in it a record of his character?—No, apparently not, but it is so long since these books were first used that I could not say exactly with what intentions they were originally introduced.

645. Is there any means by which a Swedish Captain can find out what sort of character his seamen have?—Yes, because it is common to give certificates or testimonials to the seamen. Printed forms for the purpose can be obtained at the Seamen's House. I have seen many of them, and I think they are provided at most Seamen's Houses. There is no obligation upon the Captain to give such a certificate, but it is extensively given. The certificate states whether the seaman is sober and obedient, and what kind of work he can do best.

646. The Captain gives that or not as he likes?—Yes.

647. As a matter of fact, do most sailors when they join a ship produce their book of discharges and also the unofficial copy of the certificate of character?—Yes. I should not like to say that is always done, but it is very largely done.

*Mr. Eckell.* 648. Has there ever been any suggestion or demand that the record or character should be made official, and should be included in the book of discharges?—Not to my knowledge.

649. Neither from the masters or the seamen?—No.

650. And the record of character was not left out of the book because it was supposed to be unpopular with the seamen?—No. I don't think there was any such reason.

651. One other point that strikes me is this: You said that these books contain a record of the service, and also of the rating. Now how do you manage in Sweden about the rating? How do you prevent a man going to sea under a rating which is not really his own?—It is not possible to prevent that. We have no rules as to that.

652. If a seaman chooses to go to sea as an A.B. and the master chooses to take him as an A.B., you cannot prevent that?—No, but the captain has a right, as in England, to reduce a sailor's wages if he finds the man is not capable of doing the work he is engaged for.

653. Therefore the rating security in that book is not greater than the security we have in this country?—No.

654. The book simply tells what the man calls himself?—Yes.

655. Can you tell us anything about the practice in Norway?—In Norway these discharge books or papers are filled up with special reference to the Naval Service. Every seaman is liable to be called upon to serve in the Navy; when a man ships for the first time he gets a paper called a patent, before he is actually entered on the lists as a naval man. It remains optional some time for him whether he will leave the sea and go instead into other service ashore; but if the man has come to an age when he must decide what to do, and if he decides to follow a seaman's employment he gets a copy of the book. That is after he has either served in the Navy or become liable to serve, because the naval authorities do not want the services of everyone. That is to some extent a reason for giving these books, and no doubt another reason is the necessity of having proof of service if the man wants to be appointed, for instance, as first or second mate on board a vessel. He has in that case no only to pass an examination, but also to show a certain period of service on board ship; therefore we have these books. You will find that in the books there is nothing about the capacity of the seaman.

656. In neither the one document nor in the other?—No.

657. What does the paper patent contain?—It gives a description of the man. It is issued either for one voyage or for a certain limit of time. It shows that the man shipped on a certain date from one port to another port, and it contains the signature of the officer as well as the date of discharge. The time of service is provided for in another column, and there is a final column for notes or comments.

658. Does the seaman get a discharge book later on?—Yes.

659. (*Mr. Howell.*) What is that printed on the back of the book?—It is a copy of certain regulations as to the conditions upon which a new book can be got, and of the fines which may be imposed for losing the book.

660. (*Mr. Clark Hall.*) Does the master keep the book throughout the voyage?—Yes.

661. What does the book contain?—Practically the same as the paper patent.

662. Does he get the book after his first voyage or two?—After his name has been inscribed as available for naval service.

663. (*Chairman.*) Would he copy into that book his record of previous voyages from his patent?—No; but at the beginning of the book there would be a memorandum as to the period of service covered by the patent.

664. (*Mr. Howell.*) The sailor becomes a member of the Royal Naval Reserve when he is 22?—Yes.

665. (*Captain Chalmers.*) Then the patent expires automatically when a man is 22?—Yes.

666. (*Chairman.*) Then he does not get a book till he is 22?—Quite so.

667. (*Mr. Howell.*) Does he not get the book after he has joined the Naval Reserve?—Yes.

668. (*Chairman.*) In these discharges there is no record of character?—No record of capacity or character.

669. (*Captain Chalmers.*) Nor any rating?—No. The

discharge which I have in my hand belongs to a seaman who is not a Norwegian at all. He is a Dane. Every seaman shipping from a Norwegian port gets such a paper. He cannot ship in a Norwegian vessel from Norway unless he gets one of those papers.

670. (*Chairman.*) Does it not matter what age he is?—No, everyone has to get such a paper.

671. (*Mr. Clark Hall.*) If a man ships above the age of 22, does he get such a paper?—At that age I suppose he would get the book if he was on the naval roll.

672. (*Chairman.*) If an Englishman 40 years old were to ship, which would he get upon a Norwegian ship?—I suppose he would get one of those patent papers.

673. You say that the seamen are not always taken for the Navy. If a seaman were not taken for the Navy would he still have that form of discharge book given to him?—Yes.

674. Because he might be called upon to serve?—Not for that reason only; but, having such a book, he is not liable to be called upon to serve in the Army. In the Navy all available men are not called upon because the fleet is not so large as to require them all, but when a man has got his name inscribed for the Navy he cannot be drafted into the Army.

675. Men are liable for service in the Navy although they may not be taken?—Yes.

676. Do you find in Sweden that the use of these books has any effect upon the character of the seamen?—I mean do you think that the fact of having to show a record of service of this kind is a kind of guarantee that seamen will keep straight?—Yes.

677. If not a guarantee, it is at least an inducement to them to keep straight?—Yes.

678. I suppose they seldom lose their books?—Seldom, unless they desert.

679. No ordinary breach of discipline would involve the loss of the book?—No, nothing except desertion.

680. (*Mr. Clark Hall.*) If the book is lost, how do you replace it?—A new one has to be obtained from the authorities. If the seaman cannot show that it is lost through no fault of his own, he has to pay a fine for losing it.

681. Have you a central register from which a fresh copy could be given?—Yes, we have the Navy list.

682. (*Captain Chalmers.*) Do you keep an official log on Swedish vessels?—Yes.

683. But no matter what a seaman does on board a ship, even if he offends against discipline, the captain has no power at the end of the voyage to enter anything against him in his book?—There is no column for that.

684. (*Mr. Clark Hall.*) Do the Norwegians give a character similar to Swedish captains?—Yes, very similar. They tried to establish a voluntary form for the purpose at Fredrikshald, but could not keep it up. There was not sufficient agreement among the captains; but it is a very common thing for the captain in discharging a seaman to give him a note that he is a good man who can be recommended to any one requiring his services.

685. (*Captain Chalmers.*) Is there anything in the official log showing the character of the seaman at the end of the voyage?—No.

686. Is there no requirement upon the captain to enter that?—No, but if there is anything wrong he may do it. The captain may fine the seaman.

687. He does not at the end of the voyage give him a character?—Not necessarily.

688. I suppose there is a Seamen's House at each principal port in Sweden?—Yes.

689. Does the seaman choose at which Seamen's House he will register himself?—He will register and get his book at the port where he lives or where he ships.

690. If his book is lost he must apply to that Seamen's House for another copy?—Yes.

691. How does that work if he ships at different ports for different voyages?—He ships for a term, and at the end it is notified to the Seamen's House to which he belongs. They ship for a stated time, and seldom for one voyage only.

692. (*Captain Chalmers.*) Is it the custom of captains in engaging the men to ask them to produce their books?—Yes.

693. Both the unofficial character and also the discharge book?—Yes.

694. Do they always ask for the unofficial character?—The captains ought to do so, and if careful about selecting the men they would do so.

695. Is it the rule to do so?—Yes. The captain says to the seaman: "What papers can you produce?"

696. (Chairman.) If a seaman does not produce his record of character, which you say is generally given, is that fact likely to influence the master?—Yes, to a very great extent, especially if there are plenty of seamen to be had.

697. He would not take such a man?—Probably not. Most captains are very particular.

698. Do you find, as a matter of practice, that masters become rather lax about the form of certificate which they give as regards the conduct of the seamen?—I mean as it is the common practice for seamen to obtain a certificate of character, do the masters give them all pretty good discharges?—No, if they are not satisfied they refuse to give the seamen a certificate. They are not obliged to give them certificates.

699. Then you do not think that the captains scatter good characters about broadcast because it is easier to part friends?—They don't give them if the men are bad. There is no power to compel the captain to give them.

700. Then you can generally take it for granted, when a seaman gets a good character, that he really is a good man?—Yes.

701. It does not mean that he may be an inferior man, but that the master has not the strength of mind to give him a bad character?—No, the master has evidently been satisfied with him.

702. (Captain Chalmers.) Is the contribution which

seamen pay to the Seamen's House a fixed sum per month?—It is in proportion to the wages. *Mr. Eckell.*

703. And that is deducted from the wages account by the captain, who pays it over to the Seamen's House?—Yes. *20 June 1899.*

704. (Chairman.) Is there anything like that in civil life and ordinary employments in Sweden. For instance, in the case of a bricklayer or mason, would there be any deduction on account of old age pension in the same way as in the case of the seamen?—No, I don't think they have any such system.

705. Is not that the way the old age pension system is worked in Germany?—I believe that is so. There was some talk about old age pensions for other trades in Sweden, but I do not know how far the idea has advanced.

706. But you do follow the German plan with regard to your seamen?—Yes, or they follow our plan.

707. It is the same idea?—Yes.

708. (Mr. Clark Hall.) Is that partly with the view of encouraging them for naval purposes?—No.

709. (Captain Chalmers.) Does that apply in Norway as well as in Sweden?—No.

710. (Mr. Howell.) When a Swedish crew is discharged, is the master compelled to give a certificate of discharge to all his seamen?—No.

711. Is there no compulsion at all?—He has to sign his name in the book.

712. Does the same rule prevail in Norway?—The captain has nothing to write there. The entry is made by the discharging officer.

(Chairman.) We are much obliged to you for your evidence.

Capt. G. H. BARCLAY, called; and Examined.

713. (Chairman.) I understand you represent the Merchant Service Guild?—Yes.

714. You are kind enough to come to give us the opinions of that Guild with reference to the question of continuous discharges?—Yes.

715. You have brought with you some resolutions which your Guild has passed on the subject?—Yes; the resolutions are as follows:—Resolved: "That we express our gratification in that the Board of Trade are taking into consideration the advisability of instituting a system of continuous discharges for merchant seamen. The time has now come when it is urgently necessary that something should be done in order to effect an improvement in the personnel of the Merchant Service, and to enable those in command to maintain discipline on board their ships. We think that the step proposed is a very important one in the right direction, and we trust that the deliberations of the Departmental Committee will have a favourable issue." Resolved: "That, in view of a favourable decision by the Committee, we express our strong opinion that, in order to render the new system efficient, the present system must be totally abolished, and the continuous discharge system made compulsory. Each discharge should, in addition to the name and personal description of the owner, state his nationality and his character for ability, good conduct, and sobriety, the latter to be filled in by the Board of Trade officer at the end of each voyage the seaman may make."

716. Where these resolutions passed recently?—Yes, at the weekly meeting last Tuesday night. I should explain that the Merchant Service Guild is composed of masters and officers, almost all in active service. The members at present number about 4,000.

717. In active service? What about the cases of ex-masters and officers?—Few of our members have retired. Probably only two or three per cent.

718. Is it a guild of somewhat modern establishment?—Yes, the guild is now five or six years old.

719. You don't make any rule that when a member retires from work he should cease to be a member of the guild?—Not unless he enters the Navy or becomes a shipping manager or a Board of Trade official.

720. You yourself have had experience in the Merchant Service?—I have been six years in command in the Hall Line. I have been twenty-one years at sea.

721. You are not now at sea?—I am retired at present.

722. Do you find that the present system of discharges

in the Merchant Service requires alteration and amendment?—Yes, decidedly so.

723. What fault have you to find with it?—In the first place, under the present system of discharges, if you give a seaman a bad discharge he simply tears it up, and if he is drunk he may throw it at you. Then when he wants a ship he shows a previous discharge, and perhaps pretends that he has been working on shore in the interval. I have sailed with a continuous discharge system for Lascars.

724. You think that a man should be prevented, in the first place, from being able to get rid of a bad discharge, that he should be made to keep it in some way, and that a continuous form of discharge would have that effect?—Yes. I think it would tend to stop drunkenness and insubordination.

725. Would the seamen not still be disposed to tear out a bad character from a continuous form?—It might be arranged that he could not do so without detection. The Lascars sometimes burn a hole in their discharge when they have a bad character. They burn the piece out which contains the unfavourable record, and then say it had dropped in the fire or something of that kind, and they bring us the remainder to get the certificate renewed.

(Mr. Clark Hall.) I have now in my hands a sample of a discharge from which the material portion has been torn away. The man brought it to us to get a new one, but we found from the log that his character was bad, and that it was a "decline." We offered to give him a copy of that, but he said, "Oh, that is no use; you are too sharp for me."

726. (Chairman.) If a seaman had a book form of discharges, why might he not tear any bad records out?—If the pages were numbered, you could tell when there was a page missing.

727. If a continuous discharge form were brought in by the Board of Trade and made compulsory, do you think there should be only one form?—Certainly, only one.

728. You would not have the two systems going together?—Certainly not.

729. Then, with regard to the certificate, would you prefer to have it a mere certificate of service or a record of service and character?—A record of service and character and ability.

730. Would not that lead to difficulties? It would re-

Capt. G. H. Barclay.

*Capt. G. H.  
Barclay.*

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quire legislation to begin with, for at present there is nothing to force a seaman to accept a record of conduct at all?—I could not say as to that.

731. You know that in the present form discs are provided for the record of character and ability?—Exactly.

732. But it is purely within the option of the seamen to decide whether he shall have these discs filled up or not?—I never heard that point mooted. I have always filled them in.

733. It is a fact, nevertheless, that it is purely in the option of the seaman, and that all he is required to have is the top portion filled in, recording his service?—His record of service.

734. The record of ability or character and conduct is purely voluntary, and if the seaman does not choose to have it, he need not have it?—Quite so.

735. If that was made compulsory legislation would, in the first place, be required?—Perhaps so.

736. Apart from any other consideration, don't you think that any legislation of that kind would be very difficult to carry through? I believe it would be very much opposed on the part of the seamen?—I think many would regard it as a benefit. It would only affect the worst class of seamen.

737. Would they not say that it was opening the door to all kinds of tyranny on the part of masters who might give them bad characters when they did not deserve them?—When an employer engages a servant ashore the first thing he asks for is a character from his last employment.

738. He can do that now at sea. When a sailor leaves, he can either ask for his conduct to be filled up in the discs on the discharge, or he can ask for it on a separate form, but there is practically the same system afloat as ashore. If, however, this was made compulsory, it would mean forcing every seaman to accept the record of character, which any master might choose to give him without providing any appeal, and under circumstances in which it would be very difficult to trace whether there had been tyranny and unfairness or not?—The captain is not the only man. The other members of the crew could give evidence on behalf of the aggrieved seaman if there was any dispute.

739. That may be so in very well-known cases, but is it not conceivable that a master might take a dislike to a man, and make up his mind to give him a bad character when he left, and is it not very easy to find an excuse for doing so. Even a good man may occasionally make little slips, which, if the master chooses to magnify them, might be put forward as sufficient ground for giving a bad character?—I think there is usually little fear of that. The masters more frequently err upon the side of leniency; at least, that is my experience.

740. A record of character and conduct is a tremendous weapon in the hands of the master?—It must be remembered that when we have a man on board we have to keep him for the whole voyage; if a man is troublesome ashore, you can tell him to walk out of the place, and pay him off; but when you ship a man, be he good, bad, or indifferent, you may have to keep him for eight or nine months. If there were continuous discharges it would be easy to see from the previous records whether the man was worth his money or not.

741. That is not exactly my point. Suppose you have a man who is constitutionally weak, as it is quite conceivable that a seaman may be, and not really equal to long, continuous work, might not an ill-disposed master give that man a lazy character, and might it not be very difficult to prove whether the man was really lazy or whether he was constitutionally unfit for hard work?—If he is constitutionally unfit, he is not an able-bodied seaman.

742. But is it not rather hard on a man who is constitutionally unfit, and yet does his best, and that he should be branded in a continuous discharge form as lazy, and that he should be forced to take that mark of conduct and character whether he likes it or not, and whether it is true or not?—The same thing applies ashore. If a bricklayer is bodily weak and cannot work as well as another man he is simply sacked and loses his position. If a seaman is not bodily fit he has no business to go to sea.

743. Surely a workman ashore would not, under such circumstances, be branded with an indelible brand of laziness?—I suppose he would not be employed. I may here mention that the White Star and Cunard lines have

a system of continuous discharges, and the books of each company are open to the other. They keep a joint record of the men each employ, and if a man gets a bad character in the one firm he will not be shipped by the other firm, so that practically, so far as they are concerned, the continuous discharge system is already in operation.

744. I understand your point is this, that for the sake of the general conduct of seamen, for the sake of maintaining a high standard of conduct in the Mercantile Marine, it would be advantageous for masters to be able to learn what was the opinion of other masters as to the conduct and character of a seaman during his last voyage, and that therefore the record of such conduct should be placed upon the man's discharge; but would it not meet your point if the two things were kept separately—that is, if the man had one book which contained merely a record of his sea service and another book or set of papers which contained a record of his character. Then, when a master shipped a seaman, he would first of all look at his sea service, and if that was all right he would say, "Now, what about your conduct record?" If the man was not able to show a good character from his previous employer that would no doubt weigh with the master before shipping him?—Exactly.

745. On the other hand, by that means the seaman would be saved from having on the face of his record of service a bad mark which he could not get rid of. You see under the present law, if a seaman chooses, he can have his record of conduct or character upon a separate form. Why should there not be a number of separate forms on which the character is marked, and which could be shown in conjunction with the continuous forms for sea service. In what way does that fail to meet your requirements?—The views of the Guild were that it should be in one book.

746. Somewhat similar to the Federation discharge?—Yes.

747. Perhaps they had not realised that that would require legislation?—That was not brought up at our last meeting, and the last meeting was the only one which I attended upon this subject.

748. In what respect would their views not be met by a suggestion like the one I have made?—I do not quite understand what is the object in separating the two records, because if both are asked for by the captain it would amount to the same thing in the end.

749. I don't think it would quite. It might amount to the same thing with good men, but not with bad men, would it?—Practically the same.

750. I think not, because a bad man would have the chance of showing his sea service only, and might suppress his other record; he might be able to get another chance in that way, whereas a good man would, of course, be only too glad to show both?—Would not that rather be conniving at fraud?

751. No, I don't think so. It would be giving an opportunity to a man to remedy a mistake?—So far as the present system is concerned, I never think of asking a man for his discharge; if he looks respectable and sober and smart I engage him, but I don't ask to see his discharge certificates.

752. Why not?—Simply because they are absolutely of no use. Indeed, I cannot know whether it is his own discharge that he produces or somebody else's, as there is no description of the man in it. Any man whose age is about the same, or within five or six years of his own, can allow him to use his discharge. I remember, as a boy, when I knew more intimately about the men than I do now, that very few of our men—that is, about fifteen years ago—went under their proper names; they went almost invariably under false names. I suppose they had deserted or had been guilty of insubordination or had bad discharges, and they picked up another discharge.

753. That is merely a question of identification, and could be easily got over consistently with the plan I suggest. In a form of continuous sea service record, you would naturally have a description of the man at the beginning of the book, and you might have the same thing in the record of conduct. There is no reason why there should not be some description of him put in front of what may be said about his character?—If you wish I will place that question before our Guild.

754. Do you see any material difference between having these records put on one paper or upon two?—The difference is this, that if they are in one book he cannot show one set of particulars without showing the other, whereas if they are on two he can suppress what it does not serve his purpose to show.

755. But if it were known that both existed and that one was suppressed?—The sailor would have some yarn about the inconvenient record having been blown overboard in a gale in the Channel or something of that kind. The opinion of our Guild was decidedly in favour of one book.

756. You can let the Guild know from us that, whilst we shall take their opinion into consideration, it would entail legislation to carry out their proposal. We have no power to do it at present without legislation. I suppose, if we had continuous discharges in book forms, you would suggest that the master should hold them during the voyage?—I do not know that I would insist upon that. In the case of natives, such as Lascars, we do hold them; in fact, we hold them from the time the man signs on. If you also hold them in the case of a European seaman, of course, it would give you a strong pull in inducing him to join the ship. That would tend to prevent desertion, although the book itself should be sufficient to check that.

757. But why? The book would not contain any record of his signing on, would it?—The Federation book has a column for remarks on conduct.

758. Suppose a man went to sea, keeping his book, and that he deserted; that would be a serious offence. He would go ashore, and perhaps try to do some other kind of work; but he would probably by-and-by seek to return to the sea if he found that shore work did not answer. He might get another ship and sign on, but in case of desertion the book would show no record of his having signed on?—If he deserted in a foreign port any master to whom he went would want to know how he got there.

759. There would be no record of his having signed on or of his having gone to sea?—If he had no record he would have a poor chance of getting shipped, especially if there were sufficient able seamen waiting for engagements.

760. He must get home again?—Jack has seldom money enough to pay his fare home. I think that, on the whole, the master should keep the discharge book, in order to check desertion.

761. Would that be done automatically, or would it require special regulation? I mean, would the master need to make that stipulation when the man signed on?—There would be no difficulty. When a seaman wants a berth he is always ready to leave his discharge with the captain.

762. Then it would not be a point which would need any cognizance on the part of the Board of Trade at all, but one which would be arranged between the masters and the seamen?—Yes.

763. (Mr. Howell.) I suppose the master would say, "If you don't choose to leave your book, I will not ship you"?—They are only too glad to leave it.

764. (Chairman.) Then, I suppose that if a man deserted, the master would send his book to the Registrar-General?—Exactly so.

765. I suppose that under a system like that you think there ought to be some means by which a man who has lost his book should be able to get a fresh copy of it?—Exactly. He should get it renewed. I think the Lascars pay a small fee if they need to have theirs renewed.

766. (Mr. Clark Hall.) Do you think the seamen themselves would object to a continuous discharge system?—I do not think the seamen would object—not the respectable men, anyhow—but I daresay the seamen's representatives would object. I think that if the sailors were left to themselves they would not object; but that is merely a matter of opinion.

767. If the master took the book from the seaman at the time of engagement, and produces it to the superintendent, and an entry were made of the engagement, and if the captain retained the book during the voyage, and the seaman deserted, there would remain in the book a record of his having shipped?—Exactly.

768. (Capt. Chalmers.) If you read the Merchant Shipping Act, it will be seen that the first necessity in a discharge form is that a record of service has to be kept?—Yes.

769. And the discharge form really came into vogue as a record of service only, don't you think so?—I don't remember with what object it was first brought in. That was rather before my time.

770. You quite recognise the necessity which exists under the Act that a seaman should prove his service on

account of his rating, and also to account for his time when he comes, if he does come, to pass for the rank of officer?—Yes.

771. Therefore the necessity for an official discharge would arise simply from the want of record of service?—And of conduct.

772. Why of conduct? Don't you know that in presenting yourself for examination before the Board of Trade you have to produce not your discharge only but written testimonials as well?—Yes.

773. Does not that rather go to prove that the official discharge form recognises simply the record of service?—In that case.

774. Don't you think it is far better it should remain so, and that if anything is to be added as to character it should be on a separate form, or, if the seaman wishes, he can have it at present stamped on the back of the page?—The voluntary continuous form at Liverpool has not yet been applied for. We were told so yesterday by the superintendent. It was not to be expected that it would be in demand.

775. Not as long as it was permissive; but supposing the system were made compulsory?—Then I think it should all be in one book, the service and character as well.

776. Do you recognise that that would require fresh legislation?—That is a matter with which I am not concerned. I am here simply to express the views of my Guild.

777. Do you think your Guild would be prepared to press the matter if it involved fresh legislation?—I am not instructed to say, but, as I said before, the matter could be placed before them, and I could let you know the result.

778. If you press it, are you not open to the retort, why should the State make the granting and acceptance of a character compulsory?—No doubt there is that consideration to keep in view.

779. Have you seen the continuous discharge form in Liverpool—the one which you said had not been applied for?—No, we could not get one.

780. You may take it from me that it is simply a record of service, and the back of every page is blank, so that, as the Act stands at present, if the seaman wants it endorsed, the character could be filled in. Would that not be satisfactory to you?—What we want is the one book.

781. Well, you would have the one book?—But we want the ability and conduct recorded in the book as well as the service. If a man has ability and has not good conduct he may be more troublesome than another man of inferior ability who has better conduct.

782. If you get a book showing a continuous record of service you may not want any further guide as to a man's general character or capability, and as to the desirableness of shipping him. Don't you think that a master who went carefully through a record of service extending over, say, two years could form in that way a fairly good estimate of the man's character, especially if the record was

\* The following letter was subsequently received from the Merchant Service Guild:—

The Merchant Service Guild, July 1st, 1899.

SIR,—With reference to the evidence as given before your Committee by Captain G. H. Barclay, and the opinions of the Guild which he was desired to obtain, I beg to inform you that the following resolutions have been carried, and I am directed to express the hope that they may receive favourable consideration:—

*Resolved:* That if the continuous discharge system is adopted we will, in order to avoid immediate legislation, have no objection to the filling in of the characters for conduct from the official log book being done, in the same way as at present, leaving their acceptance optional.

*Resolved:* That we are unable to approve of separate books for the discharge and character. We are satisfied that if this plan were adopted the result would shortly be that the character books would drop out of use altogether. We are strongly of opinion that to make the continuous discharge system efficient, the discharge and character, or blank, as the case may be, must be inseparable, and that otherwise it would be useless to adopt it.

I am, sir,

Your obedient servant,

(Signed) JOHN G. MOORE, Secretary.

*Capt. G. H. Barclay.*

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fairly unbroken?—There are times when a captain is glad to get anybody, and as regards British seamen I have sometimes been unable to get them in Cardiff.

783. Do you think that shipmasters want to be protected against themselves, because they are in such a hurry that they have not time to select the best men?—I was referring to what you said about the unbroken record. I think that as a general rule the seaman can get a ship when he wants one. The officers certainly cannot.

784. Is it not a good gauge of a seaman's character if he completes voyage after voyage, year after year, with only brief intervals ashore?—Completing a voyage in a ship proves that he has not deserted. The shortness of his spell on shore has little to do with that, for the sailor usually waits ashore as long as his money lasts.

785. However, you think that, in engaging men, the captain should have no difficulty in insisting upon the books being produced?—I don't think there would be any trouble about that.

786. Has it not been suggested that the superintendent should enter the date of engagement and then hand the book to the master?—Yes, when the seaman signed on.

787. Otherwise if the book is simply sent in without any record the careless master may give it to the seaman, and then there might be no record of the shipping?—Yes.

788-9. Do you think that if the continuous discharge system were adopted masters would decline to engage men who did not or could not produce their books on all occasions?—Possibly not. In Bombay there was a continuous discharge system, and it was a sore point with shipmasters who recognised it that other shipmasters shipped so many men who had no discharges but took the men upon the strength of their appearance, taking them because they looked like good men.

790. Don't you think the success of the system must in a great measure depend upon the shipmasters?—Yes, no doubt.

791. Do you think the influence of your various societies is sufficient with masters to give effect to an instruction that in all cases they are to decline to engage seamen who cannot produce discharge books?—I certainly think that a shipmaster would not engage a seaman without the book unless he was driven into a corner, which might mean delaying his ship, and a vessel's time is money.

792. In the case of desertions abroad, when shipping fresh hands would you also demand the book?—Certainly.

793. Then what would you advise being done with the books in the case of desertions abroad?—If you are asking me for my personal opinion, I should say it should be returned to the shipping master at home.

794. You would favour that rather than it being handed to the Consul?—Or to the Consul; it would not matter. The vessel might be lost on the way home.

795. Then you think it would be better to put it into the hands of the Consul?—Yes, it should be put into the hands of the authorities as soon as possible.

796. Supposing that the continuous discharge system was in force, and that the back of the page was left blank for indications of character, such as "V.G." or "G." to be stamped or endorsed upon it when desired, do you think that if a seaman came forward with that space consistently blank, because he had chosen to accept no record of character, such a fact would operate against him in your opinion?—I should think so. It would amount to the same thing as the case of a man with no character.

797. Would you treat him as if he had the word "decline" under the present system? or do you regard that word with disfavour?—Personally, I never look now at a man's discharge certificates. You might then be able to identify the man, but at present one has no means of identification, and you do not know whether you have before you the man whose name appears upon the discharge which he produces.

798. You think it would influence you against him if you found the space for character consistently blank?—Yes, I think so.

799. Supposing the system were in vogue of having a separate form for character, would you ask for the production of that?—I would, certainly.

800. You would not be content with the continuous record of service?—No; a man who has good ability and bad conduct is worse than one with moderate ability and good conduct.

801. In engaging substitutes on board at the last moment, do you think that you would still insist upon the production of their books?—A captain might then have to take whom he could get; but if they had books, he would not be so much at the mercy of pier-head jumpers. Men would have better discharges if a continuous system was enforced. If a man had a good record and broke it, say, once in port, there are very few shipmasters who would not overlook the fault. I don't think I ever sailed with or knew a master who would give a seaman a bad discharge unless there was something rather serious against him.

802. You think that most captains err rather on the side of leniency by giving a "V. G." upon slight grounds, so as not to stop men from getting other employment?—Yes, I am confident of that. The continuous discharge system for natives is considered to have been a great success.

803. (Mr. Howell.) I understand you come here to represent the views of the Merchant Service Guild rather than any individual opinions of your own?—Yes, except where I have expressly stated that I was giving my own opinion.

804. I take it that the view of your Guild is expressed in their resolutions so far as they have considered the subject?—That is so.

805. You think the guild has not considered the question of fresh legislation being necessary in order to introduce into a continuous discharge certificate compulsory, not only a record of service, but also a record of character and ability?—I could not exactly say they have not considered it.

806. They have not expressed their view upon it to you?—Quite so.

807. You understand the explanation of the Chairman that such a record could not be compelled without fresh legislation?—Quite.

808. Perhaps you would explain that to your Committee, and ask them for an expression of their opinion. The present law requires a certificate of discharge to be purely and simply a record of service, but it gives the seaman the option of having a record of character either in a separate document or endorsed on the back of the page. We would like to know whether it would meet the views of your Guild if the two documents were established, as they could be under the present law, instead of one complete record, which would require fresh legislation. You have told this Committee that in your view the present system of discharges has completely broken down, and that many masters do not look at certificates, because they are given so lightly?—Quite so. At present you cannot identify the man who produces the discharge.

809. Supposing a system of continuous discharges were introduced, do you think that masters, so far as they could, would be disposed to insist upon the certificates being produced before they engage seamen?—Yes.

810. Might it not require the endorsement of their owners in some cases before they adopted that?—Owners, as a rule, do not interfere with the shipping of the men.

811. Emergencies might arise where it would be impossible for the master to insist?—Yes.

812. You think they would be much more disposed to insist upon the production of a continuous book than on the production of the present certificates of discharge?—No doubt.

813. You think a "V. G." character is given very lightly now?—Yes, I think a "V. G." is often given to avoid trouble.

814. You think that masters are much more inclined to give a "V. G." discharge when it is not deserved than to give a bad character when it is not deserved?—Very much more so.

815. (Chairman.) Why should the tendency of a master to give a "V. G." discharge when it is not deserved be altered under a system of continuous discharges?—As the discharge is at present the master knows it is really of so little value that it does not matter whether he puts "V. G." or "Decline," because, as I said before, if he puts "Decline" the seaman will tear it up or do away with it, and pretend to have been ashore during the period it covers, or he will get another discharge from somebody and produce it as his own. If a captain declines to give a good character there is often trouble, and no good done by it.

816. Don't you think that the saving of trouble and bother is much oftener the reason?—No; I don't think it is. I think it is because they recognise the uselessness of the discharge.

817. You think that if the discharges were made continuous and men could not tear them up the master would be more careful what character he gave?—I think he would give the seaman his proper character; but, if he erred at all it would be on the side of mercy. That I am confident of.

818. (*Mr. Howell.*) Is there anything you would like to add before concluding your evidence?—I don't think I have anything to add, except that I think the point about identification is a strong one and that any dis-

charge is absolutely useless without a description of the man to whom it belongs.

819. Do you think that a system of continuous discharge would be popular with the seamen?—I think it would be popular with the respectable and better class men. There is no difficulty at present in obtaining men for the leading lines. They get the best men, who are well fed and well treated. They get practically all the best Britishers in the big lines, where they have the system of continuous discharge practically in vogue. I refer to the Cunard and White Star lines, and I think the Dominion line do the same. They have no difficulty in obtaining men; in fact, it is just the other way.

(*Chairman.*) Thank you for your evidence.

*Capt. G. H. Barclay.*

20 June 1899.

## FOURTH DAY.

*Tuesday, 27th June, 1899*

PRESENT :

The Right Hon. The Earl of DUDLEY (*Chairman*).

Captain A. J. G. CHALMERS.

Mr. J. CLARK HALL.

Mr. W. J. HOWELL.

Mr. C. HIPWOOD, *Secretary*

LORD MUSKERRY, called; and Examined.

820. (*Chairman.*) I think, Lord Muskerry, that you have brought the subject of continuous discharges for seamen before the House of Lords upon more than one occasion?—I brought it forward there last February.

821. And the previous year?—In the previous year I alluded to it.

822. Have you not yourself had practical experience of the subject?—No, I can't say that. I never was in the merchant service; but ever since I left the Navy I have been mixing myself up more or less with these matters. I have always taken a deep interest in the subject.

823. I think you yacht a great deal?—Yes.

824. And therefore have some practical knowledge of this matter in connection with yachting?—Yes.

825. Before bringing the subject before the House of Lords, no doubt you considered the practical means by which an improved system could be carried out?—Yes. I have had the benefit of a number of suggestions from masters and others connected with shipping.

826. Would you tell us in what way you would like to see an improvement carried out. You may assume that we are acquainted with the disadvantages of the present system?—These disadvantages are very great. In the first place any improved system should be compulsory.

827. When you say compulsory, I suppose you mean that the Board of Trade should approve of a form?—Yes.

828. And that only one form should be so approved?—Yes.

829. That would make it compulsory?—Yes. The Shipping Federation issue a very good form; and the form for *Lascars* is similar. They all tend to the one point of identifying the man and giving a continuous record of his service. The good seaman who is steady will value that very highly, not only while he is serving *aboard* but also when he goes *ashore*. It is a valuable record for him to have. As for it being stolen or sold, I think that if the person is described, as is done in the case of the Royal Naval Reserve, personation would be almost impossible, unless in the case of a person who, in more than one respect, very closely resembled the real owner of the certificate.

830. You talk of the certificate and its value as a continuous record of service, would you make it any more than that?—I would include the man's conduct too.

831. In our present form, there are two discs at the bottom for character and ability. The Act says that the seaman on discharge, if he wishes for a record of his character, may have it either given to him upon a separate sheet of paper or endorsed upon the back of his discharge certificate?—Yes.

832. As a matter of fact we don't do either the one or the other, for if he wants it the character is put in these discs at the bottom?—Yes, I understand, V.G. or G., as the case may be.

833. You understand that it is within the option of the seaman to take it or not?—Yes.

834. He need not have it at all unless he likes. Now if we were to bring in a compulsory system by which every seaman was forced to take a record of character and conduct, that would require legislation?—The object, of course, is to try and get as good a class of seaman as possible, and a continuous record should tend towards that. Another object is to enable masters or mates, in choosing their crews, to have some good means of judging of the quality of the men who seek employment. An improved system should do away with men shipping as A.B. who know nothing about the business, and it should largely do away with what are known as pier-head jumpers. I think we must regard the feeling of masters in this matter, and their feeling is very strongly in favour of a continuous record. As for the case of a master giving a seaman a bad character who did not deserve it, that may be found sometimes in other ranks of life, but if a master took an obvious spite against a sailor and unfairly gave him a bad character I should think the seaman ought to have some remedy by means of an inquiry. He ought to be able to come before the Board of Trade and ask for an inquiry by a Board of Trade official. I am only putting this forward as a suggestion.

835. I am afraid we should want special legislation for that?—Such cases would be the exception. I am only saying they might occur, but probably they would be very rare indeed.

836. Do you think it would meet your point if a seaman had two books, one which showed his record of service and described him personally and the other with a similar description which contained his record of conduct, if he wished to have it. Under such a system good men would keep the two, and when seeking to be taken on board a ship they would first of all show their record

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of service and would then produce the character and conduct record?—I don't see the object of having the two. There is a very large number of members in the Royal Naval Reserve, and they have only one book, which seems to give no trouble.

837. (*Mr. Clark Hall.*) That book gives no record of character?—Indeed.

838. (*Chairman.*) They have these continuous discharge books abroad, but none of them record the character except the Federation book, and that is purely voluntary?—I thought the Lascar book, as used in India, recorded the character.

839. I don't think you can quote arrangements for native seamen in India as upon all-fours with the cases we are considering?—No, but the continuous record here also is a very necessary thing. Discipline has fallen off tremendously in our Merchant Service.

840. Don't you think that if you were to establish quite a new precedent, and compelled seamen to take a record of character, whether they liked it or not, upon a continuous form, and thus departed from the custom not only of this country, but of every country, that would be tremendously resisted by the seamen themselves?—No doubt it would be resisted by those I call the "bad hats."

841. It would be resisted very much on behalf of the seamen?—It is difficult to say. You would think that the best class of men would be only too glad to have such a record.

842. Don't you think that practically all you want could be achieved by a separate record of character, which might be done without much trouble and without the legislation that might otherwise be required?—I would be rather curious to know how that would work out. The "bad hats" would only produce their record of service.

843. Then would that not show that a man's record of character was not good enough to produce? It would be a safeguard to the captain. If the seaman suppressed his record of character, that in itself would be such a suspicious circumstance that it would put the master on his guard?—Yes, I agree with you there.

844. It seems to me that that would be pretty much the same as if a man declined to have the disc filled up, or as if the captain wrote "decline" with reference to character?—The record of service would show, to some extent, whether the man was capable or not. That would be found in rating him. If a man went on board a ship as an A.B. the master would soon find whether he really deserved that rating.

845. You mean that the master could disrate an incompetent man at sea?—Yes, and the master has to state in what capacity the man served during the voyage. It is for the masters to do their duty in making a true record.

846. If there were two books, any seaman could practically have a continuous record of his service, and also a record of his conduct?—Anything would be better than the present system.

847. Another important point is that we should in that way comply with the present law. That law gives to the seamen the option of taking a record of character or not. Any seaman discharged need not have one of these discs filled up. Indeed, he could even object, if he liked, to having these discs put there at all?—I understand that a seaman might have a continuous record of service now if he liked, as a discharge certificate is compulsory, although the other record is voluntary.

848. The service record would be compulsory and the conduct record would be voluntary?—I think that would be to some extent an advantage. It would certainly tend to do away with the risk of a master shipping a man in a capacity he is not fitted to hold. It would do away, for instance, with the case of a fireman shipping as an A.B.

849. Because his previous record of service would show in what capacities he had been employed?—Yes.

850. Do you think that at present they sometimes show somebody else's certificate of discharge?—Yes, sometimes. If a man gets a bad character he may either tear it up or not show it. Even the logging of a man is not regarded at all sometimes.

851. (*Mr. Clark Hall.*) You spoke of two books as meeting the difficulty; one for service and the other for conduct?—Yes, the chairman suggested that.

852. In the conduct book, as well as in the service

book, the man and the nature of the voyage would have to be described?—Yes.

853. If that were so the man who had a bad character for a particular voyage might produce only his service book for that voyage, and say he did not want an entry in the other book. But he might have his service entered in it and by-and-by he might produce his conduct book and not his service book when seeking an engagement?—The service book is absolutely compulsory; he must produce it.

854. He must receive it, but he might say he had lost it?—Another copy could be got at a very small charge, and a master has himself to blame if he ships a seaman who does not produce a service book. The other book is only to show character, and unless the seaman brings it out to have his character marked upon it he has no need to produce it at all. If the seaman says: "I do not want my character recorded," he need not have it. The description of the voyage would only be entered in it at the time of marking the character.

855. Then his character book would contain a record only of his good voyages and not of his bad ones?—Exactly. But against that you have the service book for comparison with the other, and if it appears that there is no mark of character corresponding to a certain voyage, it may be inferred that the man is a "bad hat." It is true that he might say he had left his conduct book behind him, but it will be for the master to judge as to the truth of that. I think the record of service is even more valuable than the record of conduct, because when a ship-master is paying off his crew he may be in a hurry and may log them all as V.G. in order to save time and trouble. I regard half of these certificates with the discs as being absolutely useless.

856. (*Captain Chalmers.*) Do you think that the masters would value a continuous record of discharge?—Decidedly I think so.

857. I should like to know your reasons for that, as you have just stated that masters at present pay little heed to the character record, and distribute V.G. right and left without much discrimination?—I say that often occurs when masters are in a hurry, but there are captains who do regard these matters.

858. Do you think that the masters who give haphazard characters because they are in a hurry form the majority?—I could not say that for certain, but I don't think they are.

859. What I want to be at is this, if the continuous record of service is introduced, its usefulness will largely depend upon the masters making it useful?—It will entirely depend upon that.

860. Do you think they are prepared to take the necessary trouble, which they are not doing now, according to your account, to make a true record of character?—Yes, I decidedly think so. I know that the feeling on the subject has been very strong. I believe it is rather the exception to find a man who would not do his duty, so that on the whole the average would usually work out all right. Captains very much want a continuous record, and I think it would do good.

861. Do you think the mere changing of the form would influence the masters?—I think the fact that it is continuous will influence them, because then it will be of value, whereas the certificate now given is often of absolutely no value at all.

862. Would you advocate the one book being a continuous record of service only, and bearing nothing upon it with regard to character?—I should have preferred to have the record of character with it, but as Lord Dudley suggested the desirableness of saving extra legislation, I think it might meet the case to have the conduct, which is voluntary, upon a separate record from the certificate of service and ability, which is compulsory. Then, of course, the matter will rest with the masters. If a master looks carefully into the papers and compares the two books together he can easily form an opinion.

863. Would you advocate the pages of the continuous discharge records being left blank on the back, to bear an endorsement if the seaman chooses to have it in that way, for at present he can choose whether he takes a separate form or has his character endorsed?—I think that is a very good suggestion. A good man would be only too glad to have his character endorsed on the back of his certificate.

864. In that case you think that a master would regard a continuous certificate bearing on the back of it a report of character as of value?—Most decidedly. That would be a great safeguard. The certificate of discharge would

show the man's experience and capability; if he has been a good man he will have his record of character, but if he has been bad or indifferent he may not have his character, and the master having that fact before him will be capable of judging. The master would then ship him or not with his eyes open, but will know, at all events, that the man is what he professes to be. Individually the man may be a "bad hat," but if the master has a good crew otherwise, one indifferent man amongst them may not count for much.

865. You are no doubt aware that at present the master is the only one who has anything to do with rating. If he has an ordinary seaman serving with him on the voyage, and thinks him an extra good man, he can upon the day before he arrives home, or a month before he arrives home, rate him as an A.B. and give him wages as an A.B. Would you leave the question of rating as it stands now?—Yes, I think that could be left as it is. It is only after about a month at sea that a master fully knows his men.

866. You would not attach to the continuous discharge any condition that after a certain time at sea as O.S. a man should automatically become an A.B.?—No, there are ordinary seamen who have never become A.B.

867. You mean that there are men with five or six or seven years' experience, who never become fit to be rated as able seamen?—That is so. Take, for instance, your London Tug Service. They are all mates. There is the master of the tug and the first, and second, and third, and fourth mate. They ship as cooks' boys and gradually climb upwards. My attention was drawn to this lately by seeing on one of these tugs a couple of fellows trying to run out a warp, and I saw from the way they were handling the boat that they knew little or nothing about the business, so I asked them, and was told what I have repeated to you. They do wonderfully good work of a kind, of course, but they are not seamen in any sense.

868. Then you would leave the rating question as it is now?—Decidedly.

869. And not mix it up with the continuous discharge question?—No, certainly not.

870. Do you think there would be any use in abolishing the intermediate G., and only retaining the V.G. and Decline?—No, I would keep the V.G. and the G. and the Decline as they stand now.

871. Suppose the book form to be in vogue and the crew to be assembled at the shipping office, what action do you think the master should take when he calls the men up. Should he make them produce their books?—I understood that as a general rule the chief officer selected the men.

872. Yes, but I am supposing that the chief officer has selected them, and that they have come to the shipping office?—If he has done his duty he should have looked at their record in picking the men. If there was a doubtful man among them who fails to produce some of his conduct certificates, although he might have a good continuous record of service, the mate might bring that man up for the master to say whether he would ship him or not.

873. Don't you think they should produce their books to the superintendent?—Certainly.

874. And that the entry of engagement should then be made in the book—that is, that the entry should be made in the continuous record book after they have signed on?—Yes.

875. And on paying off the entry of discharge would be made?—Yes.

876. You think it is necessary that the book should be produced at the time of engagement, and that the engagement should be entered at that time?—I think so. There would be then no mistake.

877. Supposing that were not done, and that the man deserted?—In that case the man would lose his book, but he could get a new book. I think it is necessary for the superintendent to keep track as far as possible of the books and entries.

878. Would you advocate a system of duplication; that each book should be duplicated or that the Registrar General of Seamen and Shipping should keep a record?—A record should certainly be kept, but as to the necessity of keeping a duplicate I should say no; it would take a very short time to write up a new book when necessary.

879. Supposing a man loses his book and applies to the Registrar for a new one, how is the service to be ascertained?—I am presuming that a record is kept.

(Mr. Clark Hall.) The seaman would apply, and would state the ships in which he had served.

(Captain Chalmers.) That would necessitate going through many ships' papers.

(Mr. Clark Hall.) It is done every day.

(Witness.) The same thing applies now if a man loses his present form of certificate. I think he can get a new one for a shilling or some small charge.

(Mr. Clark Hall.) For fourpence.

880. (Captain Chalmers.) (To witness.) Do you think we could depend upon the shipmaster to demand the sailor's book, and to keep it during the whole voyage?—I think you could. The shipmaster of the present day is very different to the old type of shipmaster.

881. In case of desertion abroad, what would you recommend being done with the book?—On return home the master should hand it to the superintendent, notifying that so-and-so has deserted; such a man might not come back for a new book.

882. Might he not ship before a consul in the port where he deserted?—That must be left in the master's hands. If a master ships a deserter under such circumstances without a certificate he does so with his eyes open.

883. Do you think it would be better for the books to be handed to the consul?—No, I do not.

884-6. If a man without a book or discharge certificate could not ship abroad, do you not recognise that in the case of a port where there were many desertions, the charge upon the State would be very great for sending home distressed seamen; I mean, supposing there was a port near a gold digging industry, and that there were wholesale desertions from ships, and that the books were to be kept in the master's possession, and brought home to the central authority, how would the seamen get away from that foreign port? If the men had no book of discharge, and could not ship without one, the State would have to send him home as a distressed seaman?—The probability is he would not ship in any vessel of the same nationality.

886. If the man had no book of discharge, and could not ship without one, the State would have to send him home as a distressed seaman?—The probability is he would not ship in any vessel of the same nationality.

887. If the book were handed to the consul the man could come and regain his book. The only penalty would be that there would be a blank in it showing that he had deserted?—Then, in that case I think you should have some proviso that, after a certain lapse of time, the consul should return that book to the superintendent of the port where the man shipped.

888. Going back now to the question of character; suppose the case of a certain class of men who studiously decline to have their character recorded, whether good, bad, or indifferent, and only want a record of service, do you think the fact of a man's papers being a blank with regard to character would influence the captains against engaging him?—It would influence me very much, and I suppose it would naturally influence captains.

889. But suppose you refer to his record of service, and find it pretty continuous, with only a few small breaks and no desertions; would not that be in itself a testimonial to the man's industry?—It might be an indication of his ability and experience. If a man was on the whole a decent respectable man, and there were only one or two blanks in the character record over a long period, I don't think the master would seriously regard that, because a man will break out now and again, and, moreover, it is possible that a man might not get on well with one master or with one set of officers. They might have fallen out over some trivial thing through incompatibility of temper, or something of that sort, and if the seaman had generally a good character, I don't think a master would seriously regard one slight lapse, but if the seaman had absolutely no record of character it might be assumed that there was something wrong.

890. Do you think, on the whole, that the masters would do all they could to assist a scheme of continuous discharges?—I think they would, and that they would regard it as a very great boon.

891. Considering the exigencies of the service, when a shipmaster has to engage substitutes at the pier head, would you make the rule rigid that he should not ship any such man without a book?—That would be an emergency where the man is waiting at the end of the dock, and the pier-master wants him to clear off, and the tug is ready to take out hands wanted by the master.

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892. But it is the exceptions which upset the whole system if they are allowed?—The adoption of a continuous record system would more or less safeguard the master against being suddenly left without hands.

893. I am supposing a case where a seaman had shipped and had failed to join owing to drunkenness or something of that sort, and that the boarding master takes him down to the pier-head in a sober moment and pushes him on board another vessel as a substitute. If a master is allowed to sign on such a man without a book, will the man not earn by that voyage the right to claim a continuous record book?—But that book will only start there and then, and if a man has been thirty years at sea he will start the new book as if he had been only one voyage.

894. Would you favour the giving of a new book to that man?—You cannot very well stop it; if he has gone his voyage, and done his work well, he must have his discharge book, but it would start there and then.

895. How are we to overtake such a case as that where a man's book has gone away in the ship which he failed to join, and he sails in another ship? When the first ship arrives, his book is handed to the superintendent to be sent on to the Registrar-General of Seamen. How can the Registrar-General trace the arrival of that man home and the granting of a new book to him when his old book is actually existing—

896. (Mr. Clark Hall.) If the man gives his proper name we should turn up in our central register the records of his ships, and would see that he had deserted that particular vessel, and we could give him his old book, which would show that he had not completed that voyage?—(Witness.) I presume that when the man did not turn up the master would not take away the book with him on the voyage, but might return it at once, with a note that the seaman had failed to join.

897. (Mr. Clark Hall.) He ought to do so, but in the case of pier-head jumpers that might not be done?—As the continuous record system would be a great boon to the master, I think I should be disposed to inflict some kind of penalty on a master who did not try to carry out as far as possible the intention of the scheme, as it is really intended to safeguard him. A captain would be a black sheep who, in the case of a drunken rowdy crew, would describe them all as "V. G." The continuous record system is very much needed, and I think it would have a very good effect. The masters may have been somewhat slack with regard to the form of discharge hitherto granted, because they knew that it had little or no value. A master might say, "What is the good of my doing my duty and marking this certificate with a bad character, when I know that the man will only chuck it away, and then ship with somebody else's." I think the description of the seaman

as a means of identifying him would be a most valuable part of the scheme.

898. (Mr. Howell.) You have suggested that when a seaman was not satisfied with the character he got from his captain, there might be an appeal to the Board of Trade. Now, as the character given to the man is an expression of the personal opinion of the master, what would be the good of appealing to the Board of Trade about that?—The master might be a bad hat, and might have taken a dislike to a particular man, and refused the man a really good character which he really deserved. In the event of an appeal to the Board of Trade the first, or second, or third officer might testify whether the character was a true one, but whether they would always give you their real opinion, I cannot say.

899. Would you seriously propose that every seaman dissatisfied with the character given to him should have a right of appeal to the Board of Trade?—Not every seaman. I was supposing quite an exceptional case, and my only reason for suggesting it was that when I brought this question before the House of Lords there was a suggestion made that the character record might be used as a weapon of terrorism or tyranny by an unscrupulous master, and I was anxious to meet that objection.

900. But I think you will admit that is what it comes to. If you give a right of appeal to any seaman, you must give to every seaman a right to come to the Board of Trade to settle a matter of opinion between themselves and the captain, which I think you will see to be impossible?—I think I made that suggestion before Lord Dudley suggested the system of having two books.

(Mr. Howell.) If your proposal means anything it means that every seaman dissatisfied with the captain's certificate might appeal to the Board of Trade with a view to determining whether the master was justified in his personal opinion of the seaman.

901. (Chairman.) I understand that Lord Muskerry is disposed to qualify that opinion upon hearing that it is purely optional whether a seaman takes a record of character or not, and he only suggested, as I now understand him, that there might be an appeal to the Board of Trade when he understood that it was contemplated to compel every seaman to take a record of character. (To witness.) If the record of character is optional you will withdraw your suggested appeal?—Oh, yes, certainly.

902. I suppose you understand that in foreign countries the discharge certificates are mere records of service, and contain no record of character?—I think the record of service, if continuous and compulsory, would go a very long way to meet the case.

(Chairman.) We thank you very much for your evidence.

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Captain S. R. CHANDLER, called; and Examined.

903. (Chairman.) You are no doubt aware that this Committee is inquiring whether a change can beneficially be made in the system under which seamen are now discharged. It has been said that the present form of discharge certificates is worthless, because they can be destroyed if a seaman is dissatisfied with them, and because there is no means of identification to make it certain that the certificate really belongs to the man who presents it?—Exactly.

904. Would you tell us what your views are with regard to the present system?—I believe that the present system is perfectly useless.

905. For the reasons I have mentioned?—Yes, for those reasons. About eighteen months ago at Barry I had two men bringing the same man's discharges when they wanted to ship with me.

906. For the same ship?—Yes. At present there is no check upon them. One of the greatest drawbacks to the present system is that you can never tell whether the discharge really belongs to the man who presents it. We have often cases where men ship with discharges which could never have been given to them, because they are not sailors, and understand very little about ships, and we can trace the disparity in age, for instance, between the person to whom the certificate refers and the man who presents it.

907. Then you don't like the present system?—No, I can't say I do. I would almost as soon have no discharge at all, considering how very little good the present discharge is.

908. What would you like to see put in its place?—I

believe the only discharge that would be any good, would be a compulsory and continuous one—a book where a seaman's service and character on different ships and voyages were entered consecutively. One of the principal objects of giving a discharge I suppose is to induce men to conduct themselves properly when they are on board ship.

909. Would you not rather put it the other way, that they enable a master to have some means of forming a judgment of the men who apply when he is engaging a crew?—The one includes the other. If a seaman knew, when he misconducted himself or made himself objectionable on board one vessel, that such a record would make him less likely to get employment on another vessel, I believe that would be an inducement to him to behave himself better than a good many of them do.

910. Do you think that a man with a G. discharge is under any disadvantage compared with a man who has a V.G. discharge?—Yes, I believe he would be in some instances. At the same time some of the finest companies in England never give anything but G. discharges—the Cunard Co. for instance, and several of the large Atlantic lines.

911. Why is that?—I don't know, but I suppose they go upon the theory that a man cannot be much better than a good man. I know that, outside the big lines, the V.G. is freely given, but I have often thought it a great mistake to give it indiscriminately.

912. Is it given indiscriminately?—Yes, and has been for many years past.

913. And is not the result that the men are shipped

rather indiscriminately?—Yes, and I think the shipping masters in the Mercantile Marine offices are one great reason of that. On several occasions I have given men G. discharges, not because they were bad, but because they really did not merit a V.G. discharge. Perhaps they were not particularly good helmsmen or they might be lazy, or not quite up to their work; but the shipping master has always interfered on behalf of the men, and said they could not get another vessel if they had only a G. discharge.

914. Have you known that done in more than one port?—I have seen it done in London, at Tower Hill, and in Cardiff several times, and in Liverpool too.

915. (*Mr. Howell.*) Have you allowed yourself to be so persuaded into giving a man a V.G. discharge when he did not deserve it?—I have not.

916. (*Chairman.*) Has the Superintendent actually said what you have mentioned to us?—I don't know that I am right in saying the Superintendent himself has said it, but it has been done by his deputy or the discharging clerk, which practically means the Superintendent.

917. You mean that he has reasoned with you and asked you to improve the record of character?—He has told me that nobody would take the men if they only had a G. discharge, but when I pointed to men who find employment on getting a G. discharge from vessels which I knew never gave anything else but a G. discharge, he has rather modified his view.

918. With regard to the continuous form of discharge which you would like to see introduced, you would, of course, desire to make it compulsory?—Yes, it would have to be compulsory.

919. You would not suggest that we should make again any attempt on voluntary lines similar to what has been done before?—No, that would be no use; it would be a failure in the end.

920. You want to see the Board of Trade approve of a particular form of continuous discharge?—Yes.

921. Would you like to see such form bear a record of character as well as a record of service?—Yes, I should think so.

922. On the same discharge sheet?—I have not thought particularly of any one precise form. There is a book form issued by the Shipping Federation from which one can see at a glance what a man's character and capacity are.

923. That is of course a purely voluntary thing. There are several countries which have continuous discharges in book form, but I don't believe there is a single instance, except the Federation book, which contains also a record of conduct and character?—I could not say as to that. I have seen foreign sailors with books, and they have asked me to fill them in so that they could take them to their Consuls to have them stamped, but I cannot say whether they contain any record of ability or conduct.

924. I want now to ask your opinion about a difficulty that there is in connection with this matter. The present law says that when a man is discharged he can take a record of his character and conduct either on a separate piece of paper or endorsed on the back of the discharge form. As a matter of fact, the character is never given on a separate form and never asked for?—Quite so.

925. The form of endorsement that has come into use is that on the discs at the bottom of the discharge paper. That record is entirely optional, and the seaman need not really have these discs filled up unless he likes. Indeed, he can object even to the discs being there at all; but if a record of character were made compulsory and if every seaman when discharged was required to take a record of character and ability, that would be adopting an entirely new principle in regard to discharges, and it would, of course, want a Bill to do that; but the point I am most thinking of at this moment is that it would be a new departure?—It would.

926. We have never yet forced seamen to take a record of their character, and no other country has ever attempted it. The Shipping Federation do it by a voluntary arrangement with their men, but that is a mere condition of service. They practically say, "If you come into our service you must accept the conditions of our employment, and one of these conditions is that you must have a book containing a record of your conduct." It is like a private employer making any conditions he likes in regard to the engagement of a domestic servant, but that

is a totally different thing from making a system of characters general and compulsory by means of legislation. If that were attempted, don't you think it would be very much resisted by the seamen?—I don't see why it should be.

927. It would force a seaman to bear permanently any bad marks against him?—Exactly, and that is one of the principal points in favour of the system from my point of view.

928. Don't you think that that would be resisted very strongly, and that the seaman would very much object to that, and don't you think it significant that such a system has never been tried, either here or abroad?—I take it from you that it is not so abroad, because I am not myself aware of that fact, but I don't see why that should be an insuperable difficulty.

929. Of course, you want to allow an owner or master when he ships a crew to have some means of learning what the past character of the man has been?—Yes.

930. Might not that be met in this way; supposing you had a book of continuous discharges showing merely the record of service, and that you left the back of that book blank so that the seaman if he liked could have his character endorsed there; you might also have another book exactly the same as the service book except that it would refer merely to the seaman's conduct and character, each voyage being identified by numbers corresponding to those in the service book. The seaman could have that character book filled up or not as he chooses. That would be voluntary. Then the master, having seen the record of services in No. 1 book might ask to see the character for that voyage. If a seaman did not show it that would be significant, and would put the master on his guard. At the same time good men would see that they either had their character endorsed on the back of their discharge certificate, or that they had the separate book of character duly filled up?—Unless it is made compulsory I don't believe it would ever be anything else but a dead letter.

931. Why should not the good men take every opportunity of having their goodness made apparent?—In the first place, I don't think that the masters or owners of vessels would as a rule take the trouble to write not only in the service book, but also in the character book, unless it was made compulsory.

932. It is the Superintendent at the Shipping Office who would fill up the book?—There is a small minority of men who keep their discharges for years and show them, but these men form only about 1 or 2 per cent. of the total hands on board ship, and, really, when you take into consideration that they are not a bit better off or have not the slightest chance over others of being employed (I mean over the men who come with only one discharge, perhaps belonging to somebody else), you cannot wonder at the men ceasing to value their certificates.

933. May not that probably be due to the fact that the present form of giving the certificate for conduct or ability is a very loose one, and that the V.G. is so generally given that it has ceased to become valuable?—Most captains pay little attention to it.

934. Is not that probably the reason why there is now so little inducement for men to keep their discharge certificates?—I have known men keep good discharges for ten or twelve years with a certain amount of pride, but in the end they have little advantage over other men who are less careful, and who make two or three voyages in different ships in a year, and have perhaps consecutively four or five bad discharges. There is a penalty under the Act for giving a false discharge or false character to a man. If a seaman has been logged for drunkenness or anything else that is serious and still gets a V.G. discharge, the master who gives it to him commits a misdemeanour, and is liable to be prosecuted, but masters still give it.

935. Is not that the reason why there is at present in your opinion, so little inducement to seamen to keep their certificates carefully?—That is so; you must also remember that those men who do keep them carefully have often a better chance of getting employment, but they find out that the blackguard who does not keep his certificate is just as well off in every other respect after getting employment as they are themselves.

936. Surely the employment is the point upon which the whole thing turns. You would not suggest, would you, that the seaman who has kept a succession of good discharges should be treated differently on board ship

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from the man who had some bad discharges, assuming that they were both of the same rating, and both employed under the same conditions?—Certainly not.

937. Then how does a bad man have as good a time as a good man?—In the first place, the keeping of the discharge certificate for years entails a certain amount of trouble.

938. Is not this the grievance, that the man who keeps his discharge certificates well at the present time does not have any greater chance of getting employment than the man who does not keep them at all, or who has bad ones, because the masters do not give sufficient preference to good men?—I cannot say that is so in every case.

939. If a seaman can show a succession of V.G. discharges properly kept, does not that give him an advantage in getting employment?—He does have some advantage certainly, but the inducement to keep these discharges and to take care of them is scarcely sufficient.

940. Why?—Well, when he is engaged he may be put into the forecabin with a lot of inferior men who have shipped with somebody else's discharge certificate, and who know little or nothing about their work.

941. Do you mean that he thinks it a shame that, having kept his discharge certificates carefully he should find himself placed on all-fours with inferior men, who have begged, borrowed, or stolen their certificates?—He is only placed on an equality with them, but he is really worse off.

942. Why?—Because he has to do their work, owing to their incapacity.

943. I can understand that may be sufficient to make a good seaman who finds himself in a plight of that sort very furious with the present system, and very desirous to see it made impossible for scoundrels to ship under false colours, but I do not see that that is any reason why he himself should give up being careful, or should cease keeping his own discharge certificates consecutively in good order?—I rather think so. I have heard men say "I have kept my discharges for a long time, but they don't seem to do me any good," and I must say that there is some truth in it.

944. (*Mr. Clark Hall.*) You admit that a master prefers a seaman who can show plenty of discharge certificates?—Oh, yes, but the proportion of men who keep such certificates is very small, so small that it gives men collectively no chance.

945. (*Chairman.*) Is not this probably the fact, that a seaman, when he first starts being careful, thinks he is going to gain an advantage by keeping these certificates and showing a continuous good record, but he finds afterwards that a lot of men get into his position who do not take similar care, and that men get a ship quite easily, without the trouble of keeping all their certificates correctly, and, therefore, he gives up doing it himself, with the result that, when he becomes lax, the captain becomes lax, and there is a general laxity all round. Is not that at the bottom of the whole thing?—There is quite as much laxity on the part of officers of ships in that respect as there is amongst the men. If the officers had in past years enforced the present discharge system, with the record on the back about conduct and capacity, it would have made a great deal of difference in the men who now go to sea, but they have never done it.

946. I suppose the captains are lax in the first place about the record of character, and everybody recognises that the present certificates are practically valueless, and that being so, a captain is apt to think that it does not make twopennyworth of difference whether he gives a man a good or a bad discharge?—Quite so, it is certainly no proof of his character.

947. Surely it comes to this, that it is the fault of the masters in first of all giving V.G. characters to men who do not deserve them, and secondly in shipping men who have not good characters?—I do not say all, but there is a good deal in that. If masters of ships had written true reports, even the present system of discharge certificates would have been a far greater check upon the behaviour of seamen than it is at present. The captains have never done it systematically. Some of them will give a man who has misbehaved himself in a most flagrant manner as good a discharge as a man who has not offended. I have spoken to some of the masters who do this, and they explained to me that they want to avoid a scene in the shipping office. The consequence is that the man who is a bad egg gets a discharge which enables him to find employment soon on another vessel, and thus to inflict

himself on somebody else in the same way, although he may be useless for his work.

948. And now to go back to the point from which we have rather wandered. I understand that what you want now is to put an end to that laxity. You want to bring about a system by which the discharge certificates should really mean what they profess to mean, and by which the evil of shipping under false discharges should be put an end to, that is, personation. Would that not be met by my suggestion of having a compulsory certificate of service, and a voluntary one for conduct or character, which good men would be glad to have. The bad men might not take their bad marks, but masters could judge when the certificate was presented to them?—Yes.

949. Is that not quite sufficient security and guarantee? Would it not be much better to have a system of that sort, which, if a master used his brains at all, would be sufficient to show him what kind of men were applying, rather than to try and bring in a system which would be strongly opposed by the seamen, which no other country has ever adopted, and which would be an absolute departure from our present practice?—I am afraid that as long as a thing is left optional in any matter pertaining to ships, it is apt to become a dead letter.

950. What would become a dead letter under that arrangement?—The voluntary part of the business.

951. What part?—The part concerning the record of the man's character.

952. Please describe to us what you think would happen?—It would not be filled up at all.

953. Do you mean to say that the good men would not seek to have the record of their characters filled up?—No. There might be the same small proportion, as now, but not more.

954. Remember it is not compulsory to have the discs filled up now. No seaman need have them filled up unless he likes?—That is a point I have not looked at. So far as the man is concerned, I should say he had better take his character upon the discharge certificates rather than in any other way. I never knew of a case of a man's character being given to him in any other form. That form has become practically compulsory by practice.

955. I believe that is quite true. The men don't realise that it is voluntary?—No.

956. But I don't yet quite follow what you think would lapse. Do you think that the record would not be filled up at all? That when the papers were sent to the Superintendent to be filled up, there would be no entries to put into them, and that, when the Superintendent or deputy Superintendent asked what the man's record was, the good man would not say, "Yes, I want my record put down"?—One or two per cent. might ask for it; I think anyone who knows seamen as well as I do would agree that if you want to do anything for them you must legislate upon it and make it compulsory. They will never do anything if it is optional, and left to their own choice. If one man takes a certain line, or is indifferent, the others are very apt to follow like sheep.

957. Why are they not more indifferent now as to the record of character?—They are never consulted. It is stamped upon the certificate, that is, upon the present form of discharge, without their being asked at all. The entries are first made in the ship's official log-book—a report on every man's character, conduct, and capacity—and are copied from that on to the discharges. The Superintendent or his clerk copies the G. or the V.G., or the decline, as the case may be. One thing that might be considered the greatest drawback to a compulsory discharge system is that it might be putting a man completely in the hands of a master who might have a spite against him. I have heard that reason advanced against it, but if the question were legislated upon, the Act could be so framed that it would not be left within the power of the master alone to ruin a seaman, or to spoil his career from motives of personal spite, in fact, even now it is almost impossible to do it.

958. How could you get over that difficulty?—Even now such a thing could only be done by a certain amount of conspiracy between different people. Suppose a man shipped in a vessel and did his work well, and kept sober, and, on going to the shipping office, got a bad discharge certificate because the master of the ship had some spite against him, that would be most unjust, but I never knew of such a case, and I don't suppose there are many cases where that happens. I never knew a man have a bad discharge given to him unless the log-book showed some

reason. A captain cannot reasonably give a man a bad discharge unless he has logged him for some offence, and the entry in the log-book must be signed not only by the master himself but by the mate, and, in the case of an engine-room offence, by one or more of the engineers. Why not have more to sign it? Why not require that the entry before it is legal should be signed by the master and the two mates and the engineer and two or three of the crew. There would be no difficulty about that.

959. Why need it be a matter for the log-book at all. Surely a master could give a man a bad character without actually logging him, or perhaps I should rather say, a less favourable character. You said you gave men a G. discharge instead of a V.G. not because they were bad, but perhaps because they were not good helmsmen or lazy. If you can do that without logging them why should you not give a man the character below G. for similar reasons; and if it comes to a question of conspiracy is it not quite possible for a master who wishes to do it, to worry a seaman into an act of insubordination? Supposing he has a spite against a man on board ship, is it not easy to go on pestering and worrying and nagging at the man until he is provoked to answer back, and then he can be logged for his offence. Is it not quite easy so to treat a man who has perhaps been ill or is not so strong as the others, to put him to the hard work, to send him aloft constantly, to worry him, and then, when he turns round to protest, to call him a lazy brute; is it not possible for any master to do that?—It is possible, but I have not such a bad opinion of human nature in captains. That sort of thing may be done in isolated cases even on shore. I saw a policeman the other day who went on nagging a man until the man turned and tried to hit him, and then the policeman ran him in.

960. It is not a question of whether that sort of thing would be done often. Of course it would not. I hope and believe that captains are not inhuman brutes, but you told us you had heard it advanced against a compulsory system, that a seaman might be placed too much at the mercy of a spiteful captain or of a nagging and unscrupulous skipper. How would you set about preventing the danger of that?—I would provide that any logging against a man should be witnessed not only by the master and mates, but should also be signed by one or two of the crew. That is all that is necessary. The master and the mates might possibly enter into a conspiracy, out of spite against a man, and might provoke the man even into assaulting one of them, but they could not pursue that line for days in succession without other people about the ship noticing it. I would have the entry in the log signed by more than the master and the mates.

961. What would the effect of that be. If you extended the number of signatures you would have to bring in some of the seamen, and in nine cases out of ten would not the situation then be that you would have the master and mate on one side and all the seamen on the other, and there would be a nice wrangle on board as to whether a man deserved to be logged or not, so that there could never be a unanimous decision?—In a case of drunkenness there would be no getting over the fact that the man was drunk. I have never had any difficulty in getting entries signed even in cases where fines were inflicted.

962. Supposing you got over the difficulty, so far as the logging was concerned, by extending the number of signatures—and I don't admit that you could—how are you to get over the possibility that you mention of the master saying "I will not log the man, but he is a lazy devil, and I am not going to give him a character; I will give him a Decline"?—That would be looked upon as a bad discharge.

963. Why should the master not say, "I will simply give no opinion about his character at all"?—Plenty of them do that in cases where the seaman cannot do his work.

964. But we were talking of the possibility of preventing grievances between seamen and masters who have a spite against them. If you have got to do this by legislation you have to show that you have thought of the difficulty and have safeguarded against it. How are you going to prevent a spiteful master refusing to give a seaman a certificate upon such grounds as I have suggested?—The law about log-books should be so changed as to make it almost impossible for a master unjustly to give a bad discharge to a seaman. It is not at all likely, unless in extremely exceptional cases, that a coalition would be formed between master and mates and engineers and others to persecute a particular man.

965. That is not the point I had in my mind. I did

not mean in regard to log-books, but in regard to declining to report?—At present the master has more chance of ruining a seaman with a bad discharge than he would have under another dispensation.

966. (Captain Chalmers.) I suppose you have had experience in command of both sailing vessels and steamers?—I never was in command of a sailing vessel, although I have been an officer on board one.

967. I suppose that, as mate, you have had to ship crews for sailing vessels?—Yes.

968. And did you in your past experience find that the present discharge certificate, with regard to ability—putting character on one side for the moment—was usually a fair indication of the seaman's qualification; and of course in sailing ships an able seaman's qualifications are more important?—Yes, collectively, I believe it was.

969. Did you find that the indications on these discharge notes was a fair guide?—Yes.

970. Then that pointed to the fact that the masters did not, through a mistaken policy of kindness, throw V.G. certificates broadcast?—Not in those days of sailing ships, but it is getting worse every day.

971. Was it any indication of character?—Yes, in many cases, one could form a better opinion of character from certificates twenty or thirty years ago than can be done now.

972. Do you think that now when steamers are so much in vogue, and when the majority of men serve on steamers the reliableness of these certificates has deteriorated?—Yes, considerably.

973. To what do you impute that?—I consider that one reason for it—and I do not know that it is not the principal reason—is the dislike which masters seem to have to incur a disturbance in the shipping office through giving less favourable discharges, even in cases where men have been at fault. There is sure to be more or less disturbance in most cases where bad discharges are given.

974. Do you not think it is due to shortness of voyages, and to the very frequent paying off and engagement of seamen, that the masters become careless, and that in the hurry of business of a shipping office they have not time to discriminate?—I hardly think so.

975. Then you think the reason is that the masters want to avoid a scene?—Yes, I believe that is the principal reason.

976. With regard to the statement you made about the deputy superintendent being sometimes in a measure to blame for seamen getting V.G. discharges who do not deserve them, I suppose you realise the gravity of such a charge as that?—Quite so; yes.

977. You understand that the deputy superintendents and superintendents have no right to dictate in any way?—No, but they do it all the same.

978. Can you give us specific instances, in your own experience, of such a thing happening?—Yes, I have known of two or three cases in Liverpool and one in Cardiff.

979. What was the action of the deputy in that case?—He said the seaman would never be able to ship with the discharge I gave him.

980. Did it simply mean that the deputy pointed out the difficulty which a man who had only a G. character might experience in getting a ship, because G. is generally taken to mean a bad discharge?—Yes.

981. You don't put it any higher than that, and you do not say that the deputy stepped in with any authority or quasi-authority?—He simply made the suggestion that these men were hardly likely to get employed in another vessel with that discharge.

982. I suppose that would never occur in a case where a bad character was supported by entries in the log-book?—No, I have never known of that. I know the superintendents are very lenient also on the question of fines. I suppose the same feeling or motive leads them usually to take, more or less, the sailor's part in questions of fines or grievances.

983. They have authority there, have they not, to settle any dispute up to £5?—Yes, if the settlement by them is agreed upon by both sides.

984. You think that some of them show a leaning towards the seamen, which is perhaps rather natural, in favour of the weaker side?—Yes, quite true. A good many of the seamen do not fully understand these questions.

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27 June 1899. 985. When you are engaging men yourself, do you insist upon the production of their discharge certificates?—The mate looks after that. He gets the discharges wherever he can.

986. Is it your practice to encourage the mates to ship men who have discharges?—Yes, as far as possible.

987. Is it only in an exceptional case that you take a man without a discharge?—Yes, exceptional in the sense that it might be impossible to get anybody else.

988. What about engaging a substitute at the pier-head?—In that case you have to take anybody. One strong evidence, to show of how little use the present discharge certificates are, can be found in the disregard the seamen have for them. A sailor may come to join, bringing two, or three, or four discharges, and perhaps he never turns up, and he does not ask for them again, although the ship may sail the next day, and dozens and dozens of these discharges may accumulate voyage after voyage.

989. Is that due to the fact that the men do not value them, and that if they are stranded without one they can buy one?—Or exchange or borrow one.

990. Is that your principal reason for advocating the continuous record form?—That is one of my reasons. The boarding-house masters get some of the present certificates, and give them away to men whom they want to have shipped.

991. If the continuous discharge form were made the only form, and compulsory, do you think that the masters collectively would undertake to demand the production of these books when the crew were engaged?—I should say so.

992. You think they would?—Yes, because in some measure it would be at once their security, and that security would become greater as years went on, and would satisfy them that they were getting as good men as were to be had.

993. I suppose you understand that there is nothing in the Act at present which compels the man, upon his engagement to produce his discharge from his last ship?—No.

994. Therefore if the continuous record was approved by the Board of Trade as the only form, you can see that it would all depend upon the masters insisting upon the production of these books at the engagement table?—Yes, but it could be made compulsory by Act of Parliament that the books should be produced.

995. Would that not require fresh legislation?—Yes, probably.

996. I suppose you understand how difficult it is nowadays to get legislation, especially with regard to merchant shipping, where there are so many interests involved?—I think we have not had much difficulty in getting a lot of it already. The reduction of the load-line did not take much time; some changes have been easily made that we could have done better without.

997. That is a matter of opinion; but don't you think it would be better if the matter could be arranged without fresh legislation?—I don't think it would be a success in that case. As long as it remains optional it is apt to be a failure.

998. Do I understand that the shipmasters are asking for this?—Many of them.

999. If they are, does it not amount to this, that a public department has a right to look to them for certain help in the matter of carrying out the scheme, and that if they were requested to make it a rule not to engage a single seaman who did not produce his book, would not that be just as good as an Act of Parliament?—That could be done if they would take so much trouble, and take so much interest in it.

1000. Would the continuous discharge form be of any use at all unless produced at the time of engagement?—Not the slightest.

1001. And when the seaman signed on, would it not be right for the superintendent to enter the date of engagement?—Yes, at once.

1002. Don't you recognise that that could not be done unless the master demanded the production of the book?—Yes.

1003. And made that a condition of engagement?—Yes. There ought to be a description of the man. So far as I recollect there used to be a sort of continuous discharge in merchant vessels, and I believe that then there was a

description of the man entered on the ticket, but that was before my time.

1004. You hold that if the continuous record is to be of any use, it must contain the man's age, description, complexion, colour of eyes, and personal marks?—Yes, or it would be of very little use.

1005. When you take discharge certificates now or have them passed on to you, do you retain them during the voyage?—Yes, until the seaman is discharged, if, for any reason, he is discharged abroad.

1006. You would advocate that the book forms should be kept by the master during the voyage?—Yes, or by the mate or the chief engineer; they should be retained by some officer of the ship.

1007. When sending back the Eng. 2 to the shipping office, showing that certain men had failed to join, and that substitutes had been engaged, do you think the masters would undertake to send back the books of those men who had failed to join?—I should think they would, even if it was not compulsory.

1008. What is your practice now with discharges; do you send them back?—No.

1009. Do you stick to them?—The mate or some officer keeps them.

1010. What becomes of them eventually?—They are torn up or destroyed.

1011. At present, when you arrive home, the discharge forms are filled up in shipping office, are they not?—Yes.

1012. Suppose you had a continuous record form, do you consider it necessary that it should bear the record of character and ability that is given in the official log-book?—I should say it would be better if it did, but the continuous discharge, even with that omitted, would be better than the present form of discharge; I believe, however, one bearing a record of character and conduct would be the best.

1013. Don't you recognise the seriousness of making it compulsory for a man to accept a character?—I don't see the seriousness of it.

1014. Can you give us any instance of legislation, under which one is compelled to accept a character?—Seamen are practically compelled now. If I do not get a character stated in a reference when I leave a certain company's service, the next person to whom I apply for employment might go to the last firm for a character, and they would have a chance then of cutting my throat in the dark, because I would not know what they had said about me. That is different, of course, in the case of a written character, verified by other people besides the captain himself.

1015-6. But you must recognise that there is a great difference between a master and a seaman with regard to engagements. Shipowners have ample time to write to other shipowners as to the character of a captain, and in his case there is not so much need for a written character. Suppose the continuous discharge form simply showed, upon the face of it, the record of service, and that the back of each page was left blank for the optional endorsement of the report from the log-book, don't you think that would be sufficient?—I do not see that that would carry it much further than the present system.

1017. Would it not be sufficient to enable the master to discriminate what kind of man he is getting? Suppose a man presented himself to you with a continuous form of service, but with blanks as to character, what conclusion would you form?—It would all depend upon circumstances, but an optional form must become a deal letter in course of time.

1018. Would not the absence of any record of character be regarded by the shipmaster as a sufficient indication that the character of the man was not satisfactory?—Not always.

1019. You think that some good men might elect not to take a record of their character?—It might take years before seamen got to understand the working of the new system.

1020. But that is almost always the result of any new scheme, that the first years of it involve some confusion and misunderstanding before matters settle themselves?—I had an impression that there was a continuous record of service among domestic servants in foreign countries. I know there is in Germany, and I think there is in Holland, but I could not say whether there is any mention made of capacity or conduct in such certificates.

1021. What I want to get at is this, if you were engaging a seaman and you found that he had constantly declined to have his character endorsed on his record of service, would that influence you against him?—How could it when he is not obliged to take the record of conduct? A man may feel that if he starts having his service book endorsed with a record of character and conduct, he may go on very well for a while, and then perhaps make a drop and be constantly called to account for it.

1022. That is from the seaman's point of view, but now I want you to give me the master's view. What would be your judgment of such a man? Would you be influenced against him if he showed only his record of service?—I would judge that the man was acting quite within his rights, but I should be just as far off as ever from being able to find out from the discharge what he was really worth.

1023. (Mr. Clark Hall.) Of two men—one who had his character endorsed and one who had not—which would you choose?—I should take the man with the endorsements; but I doubt whether any endorsements would be made in any discharges, or in more than very few, if it were not compulsory.

1024. (Captain Chalmers.) You think most seamen would elect to have no record of character?—I am sure of it.

1025. Then would there be any harm done?—In such circumstances what would be the use of changing the present form?

1026. Is not the continuous record form intended as a record of service?—Yes, to some extent.

1027. If you examine a man's record of service and see that it is fairly continuous, with no desertions—which would be traceable if they existed—can you not form a very fair estimate of his industry and ability?—Yes, but beyond that there is an important matter, especially on board steamers, viz., a man's conduct and character. A seaman can ship in a vessel and go abroad and get into all sorts of messes, and be as obnoxious as he can to everybody, and, when he comes back, he does not have his discharge endorsed; therefore he has a clean record and can go on board another vessel to carry on similar tactics.

1028. That is supposing that the master is content to take him without a character?—Yes, and I doubt whether there would be more than two or three per cent. of sailors and firemen who would have their characters endorsed upon the certificates if it were optional.

1029. If that was the case, and it became general for seamen not to take any endorsement of character, you would be thrown back upon searching the record of service?—That would be the only thing you could go by. A man may be industrious and a thorough sailor and a splendid helmsman, but as soon as he gets alongside the shore he may give way badly to drink.

1030. In the case of such a man, who may be everything that could be desired when at sea, yet who becomes worse than useless so long as he is within reach of alcohol, but becomes all right again and one of the best at sea, how would you deal with that man at the end of the voyage?—I could give him "V.G." for ability, and could decline to report on his conduct. I do not say, however, that I would write "Decline" in the question of conduct for a single fault.

1031. If a seaman presented himself with a discharge of that sort, would you let the "Decline" to report for character operate against the "V.G." for ability?—I would not take him if I could get a better man.

1032. A man with the "V.G." for both conduct and ability?—Yes, for both.

1033. Regardless of the fact that, as you say, the majority of captains give the "V.G." broadcast?—Yes.

1034. How, then, can the "V.G." be a guide to you?—Often it is no reliable guide.

1035. How could we depend upon them being any better guide by simply changing the form? We cannot change the nature of the masters who you say do not sufficiently discriminate?—Make it compulsory, and fine him if he gives a good discharge to a man who has been logged.

1036. But you understand that offences are not limited to the cases that are logged. A seaman may be very lazy or disobedient, and may yet keep within the mark just so far as to avoid being logged?—Yes, but on the other hand, I have known many instances where men have been logged, and who have nevertheless got good discharges afterwards. About eleven years ago I had a fireman who got drunk and created a disturbance, and

was logged. Next, day, when sober, he came and apologised to the engineer, after which he was one of the best men on board the vessel. He was discharged in Cardiff, and Mr. Turner, who was then Superintendent there, was much against my giving that man a good discharge on the ground that he had been logged. I don't say that a single instance of fault or drunkenness should destroy an otherwise good character.

1037. Is not that obviated by the master making another entry towards the end of the voyage?—Yes, but Mr. Turner's theory was that after a man had been logged he should not be entitled to a good discharge even after he had apparently reformed and never relapsed.

1038. In engaging substitutes at the last moment, do you think it would be feasible for a master to demand the production of a man's book?—Not always, at least not for some time yet.

1039. How are we to provide for men getting afloat who have not a continuous book of discharge?—They would have some difficulty at first, until they began to realise the fact that they must keep their discharges. You cannot introduce any innovation without some individual cases of injustice or inconvenience.

1040. If a continuous record were adopted, you would still leave it open to the master in engaging substitutes to engage a man without a record?—Yes, you would have to do that, for under these circumstances seamen with them would not be always obtainable.

1041. In cases of desertion abroad, what would you recommend should be done with the deserters' book?—It should be returned to the superintendent at the Mercantile Marine office or to the Registrar-General of Seamen.

1042. (Mr. Howell.) I should like to ask you two or three questions with a view to focussing your evidence. I gather your opinion to be that there should be a continuous discharge for seamen, instead of the present form of discharge, and that these continuous discharges had better contain a record not only of service, but also of character and conduct?—Yes.

1043. In fact, what you would like to see is a complete record of the man's history as a seaman?—Yes, quite so.

1044. And you think that if it is necessary to give effect to that by legislation, an attempt should be made to do so?—Yes.

1045. I assume you quite understand what we can do by the present law—that the Board of Trade could approve of a form for continuous record of service and another form for the record of character, to be filled up if the seaman chooses. Would you rather wait until legislation became possible to do all you propose, or would it be worth while to alter the present system to the extent of having the character, conduct, and qualifications upon a separate document?—I think it would be better to have it in the same document.

1046. Therefore you think the thing had better not be touched unless it is done thoroughly by legislation?—I think it would otherwise be a failure.

1047. One suggestion you made was that, after a seaman has been logged, a master should be fined for giving him a "V.G." discharge. Is not that rather taking away from the master the prerogative of mercy? If a man was logged a few days after sailing and reformed for the rest of the voyage, would you not leave it to the discretion of the master to give his final opinion of the man on discharging him, taking all the circumstances into consideration?—Quite so. I would not deface a seaman's register book for one fault. That would be unjust and uncalled for.

1048. If a man acted in a moment of temper, and was logged, you would like a later opportunity of forgiving him?—Yes, but I have known cases where men have acted in the most disgraceful manner and have been logged, and yet have got good discharges.

1049. I understand you to say that the present system of discharge is practically useless for the guidance of masters, and you don't think that the form adopted a few years ago by the Board of Trade was much better?—No, it has not been taken up.

1050. You think that there should be only one book containing a complete record, and that seamen should be forced to have it?—Yes.

1051. And that masters would not take men who had not got them?—At first they might have to do so, but they would be forced to do so only by the scarcity of men holding the books.

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Chandler.

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*Capt. S. R. Chander.* 1052. Setting aside cases of emergency, you think masters would see that seamen had these books?—That is my opinion.

27 June 1899. 1053. You said something about a man having a continuous record showing five or six years' service as an A.B. being associated on board with some men who were not really sailors; have you ever considered the question of rating and the condition that a man should not be entitled to the rating of an A.B. until he has served four years before the mast? There is nothing in the Act requiring a master to take a single A.B. in his ship?—The best proof of the utter failure of anything left optional is found in that.

1054. What is your opinion as regards rating; should it be left to the master entirely, with a proviso that a man should not be entitled to rating until after some period of service?—Yes.

1055. Do you think that any compulsory provision as to discharges should be accompanied by some compulsory provision as to rating?—Yes, so that a man must know his business before he gets a good discharge.

1056. Do you mean that, if he engaged as a fireman, he ought to be able to show that he is qualified for that post, and so if he is an ordinary seaman or an "A. B."?—Yes.

1057. I do not think I have any more questions to ask you, but I hope you will add anything you think necessary?—I don't know that there is anything else.

1058. We should be sorry if you left anything useful unsaid simply because it was not elicited by questions?—I think I have made it clear that one of the main reasons why I should like to see a compulsory and continuous discharge system brought into use is that it would tend towards the better keeping of discipline on board merchant vessels. Amongst firemen one sometimes gets very wild fellows, who simply defy the master, because after they leave the vessel he has absolutely no check upon them.

1059. You mean that they can get employment almost as easily without a character as with it?—Yes. The discharge in its present form has simply become a farce; but it would no doubt have been of much greater use than it is, or ever has been, if masters and officers of ships had only had the moral courage to enforce the carrying out of what no doubt was the intention of the founders of the system.

1050. In other words, if captains discharging crews had given men a true character, and if due regard had been paid to that true character in engaging seamen, things would have gone better?—Yes, much better.

1061. Does not that show how absolutely necessary it

is to secure the co-operation of masters in this matter in order to secure its success?—Yes, it must be so. I don't see how else you could do it except by rendering them liable to fines or imprisonment.

1062-3. A suggestion was made to us this morning that there might be an appeal to the Board of Trade by sailors dissatisfied with their character certificates, but I strongly deprecated any such proposal as impossible?—I think a line should be drawn in cases where good discharges are given to a man despite general bad entries in the log against him.

1064. Such cases only illustrate the necessity of masters conscientiously discharging the duty placed upon them?—When a master is so much inclined to forgiveness that his action becomes subversive of all order, there should be some check upon him.

1065. Don't you think that the character record should be treated as an expression of the opinion of the master who, after all, is most capable of judging?—That might be so, so far as capacity and ability are concerned, but conduct is not always a question of opinion; it is in most cases a question of fact. If a man grossly and habitually commits himself on board a vessel there cannot be much difference of opinion about it among the other persons on board.

1066. Surely in such a case he ought to have a bad discharge?—Yes; but so long as a seaman does anything like what is right, a master is usually reluctant to give any discharge that would be detrimental to the seaman.

1067. I am sure you will agree with me that in these days nothing ought to be done that would weaken the power or authority of the master of a vessel?—Certainly not.

1068. But you see no harm in associating his officers and some of his men with him in signing entries in the log?—Quite so; in order to stop any chance of venting spite.

1069. (*Mr. Clark Hall.*) Taking human nature as it is, do you think the use of continuous discharges would make masters more lenient as to giving "G" and "Decline"?—I hardly think they could be more lenient in that respect than at present.

1070. (*Mr. Howell.*) I gather your opinion to be that for one case in which a master is too severe there are twenty in which he is not severe enough?—Yes, a thousand.

1071. Is there anything else you would like to add?—I think not.

(*Mr. Howell.*) We are obliged to you for coming and giving us your evidence.

## FIFTH DAY.

Tuesday, 4th July, 1899.

PRESENT :

The Right Hon. The Earl of DUDLEY (*Chairman*).

Captain A. J. G. CHALMERS.

Mr. CLARK HALL.

Mr. W. J. HOWELL.

Mr. C. HIPWOOD, *Secretary*.

Captain WILLIAM HALL, master mariner, was called; and Examined.

*Capt. William Hall.*  
4 July 1899.

1072. (*Chairman.*) You have had considerable sea experience?—Yes.

1073. I understand you have been a master for forty years?—Yes, forty years, in steam and sail, in tramps and in Eastern traders, and also carrying mails on the China coast.

1074. What body do you represent here to-day?—The British shipmasters.

1075. Is that a society?—Yes, the shipmasters' and officers' federation.

1076. What societies does that federation comprise?—It comprises all the incorporated associations of ship-

masters and officers of the United Kingdom, viz., the Mercantile Marine Service Association, incorporated by Act of Parliament, the British Shipmasters' and Officers' Protection Society, the Shipmasters' Society, and the Scottish Shipmasters' Association, Limited, the three latter incorporated under the Companies Acts.

1077. The Merchant Service Guild is not represented in that federation, is it?—No.

1078. When a member of your federation comes to give evidence before a committee, how does he arrive at the views of the federation?—These are discussed at properly constituted meetings of the Executive Committees

of the various associations. Individual members are circularised upon all important questions, and the Executive Council of the federation finally condenses the opinions of the members into a concrete form.

1079. Then you have discussed the subject of continuous discharges in that way?—Yes, it is many years since all the associations dealt with this matter.

1080. Do you mean "many years ago"?—We have been discussing it for many years.

1081. Then, in saying that it is many years since you discussed it, you mean you have discussed it for many years?—Yes.

1082. You are sure, therefore, that the views you hold on that subject are the views of the federation?—Yes.

1083. And what are your views, and the views of the federation?—Absolute unanimity that continuous discharges are desirable.

1084. Your federation is unanimous?—Yes.

1085. That continuous discharges are desirable?—Yes.

1086. Have you considered the question solely with reference to the shipmasters and officers, or have you regarded also the probable view which the seamen and firemen would hold?—Shipmasters and officers are seamen, and many of them rise from the ranks. We have, therefore, considered the question from the general point of view.

1087. How does the federation represent the mercantile marine service?—Its membership of *bona fide* shipmasters and officers is between 8,000 and 9,000, chiefly shipmasters in active employment, and in possession of certificates of competency.

1088. You have been able to look at this matter from the seaman's point of view, as a good many of your members have themselves served as seamen?—Yes, a great many of them. Our association comprises a clear majority of the employed certificated shipmasters of the United Kingdom, and a fair proportion of employed mates.

1089-90. What advantages do you say the continuous discharge will secure as compared with the present system?—The enormous preponderance of short voyages, especially in steamers, has undoubtedly led to facility for personation; and it is not necessary to say that this plays directly into the hands of the crimp. Continuous discharges will prevent this.

1091. Will you explain to me how it is that that plays into the hands of the crimps. Do you suggest that the crimps sell the discharge certificates?—Yes.

1092. Do you mean that when a seaman gets a bad discharge certificate he tears it up, and gets another from a crimp?—That has very often been done.

1093. Are there any other ways in which you think the present system plays into the hands of the crimps?—I have myself at Port Said shipped a Greek sailor who had a certificate in the name of John Smith, stating that he was born in North Shields. The crimps are always on the look out for such men to get them shipped, but the continuous discharge certificate would almost bind its real owner to join his ship according to agreement.

1094. How would that be so?—He would not like to lose his discharge certificate.

1095. Do you mean that after he has signed on, the captain would take charge of the book certificate, and that the seaman would not see his book again until the end of the voyage?—Quite so.

1096. Unless he turned up and joined his ship he would lose his discharge book?—He would be liable to lose it, if he did not join. The discharge book could be sent ashore at the last moment along with the return which we have to send back just as we are sailing, and it would be left for the shipping master or the superintendent to decide whether he would hand it to the seaman afterwards or not.

1097. You contemplate that, whenever a seaman signs on, he should give his discharge book to the master of the vessel?—Yes.

1098. Are there any other advantages that you contemplate and foresee from the use of continuous discharge certificates?—They will form a protection to respectable seamen and firemen, and if properly framed they should be a deterrent to the loafer, the drunkard, the man who fails to join, the man who deserts, the man who malingers, the petty thief, and other dregs who drift into the merchant service under the present system.

1099. You have already told us how it would affect the

man who fails to join, but how would it be a deterrent to the loafer, amongst whom I suppose you would class the Greek whom you shipped at Port Said?—Yes, I would include him amongst the loafers.

1100. How would the continuous discharge system affect the drunkard. Do you think that it would show his bad character?—Yes, it would be liable to. I would not like to put a black mark against a man for having become the worse for drink once or so, but it would be different if he got drunk frequently.

1101. You think the continuous discharge system would protect you against deserters? I suppose you mean in the same way as in the case of the man who fails to turn up?—In the case of a deserter, the discharge would be handed over to the Consul if he were abroad, and the Consul could deal with that man if he came before him, or we could hand the discharge certificate over to the shipping office when the vessel returned home.

1102. You advocate the system of continuous discharges in the interests of respectable seamen of all grades, masters as well as men?—Certainly, the only object of a continuous discharge is to protect ships and good seamen from the bad residuum.

1103. It would protect masters from the danger of shipping bad seamen?—Yes. He would be able to see how the men had behaved on previous voyages. A man may have a bad certificate, intervening between two voyages, for both of which he may have happened to get a good discharge; when the man is looking for another ship he will not show the bad discharge but may pretend that he was working on shore during that interval. I have met with such cases.

1104. Are your answers framed on the supposition that legislation will be required to give them effect?—No. Any legislation in the matter will probably only result in weakening the power to maintain discipline which is at present in the hands of the British shipmaster, and we distinctly decline to have that power weakened, or the responsibility of the British shipmaster lessened in any way.

1105. Why should legislation weaken discipline?—Under legislation the shipping masters and superintendents would probably take some of the power which the skipper has at present.

1106. When I talk of new legislation, I don't mean a new Merchant Shipping Act. If it required legislation to bring in a system of continuous discharges, why do you think that a small Bill to effect that would weaken discipline? I don't see that it has anything to do with discipline?—It might lessen the power of the captain over the log book and other things.

1107. I do not think you need have any fears of that sort. What form do you propose that the continuous discharge shall take?—It should be in such a form that it can be easily glanced over by the master or mate when picking a crew. It should contain a description of the holder, to prevent personation. It should contain columns, not only for voyage, but also for—(1) Conduct; (2) Ability; (3) Remarks.

1108. Do you not prefer a form of continuous discharge without columns for Conduct and Ability?—This matter has been fully and carefully discussed by us. We have examined the various forms of discharges issued by foreign Governments, by our own dependencies, by the Board of Trade at various times, by the Shipping Federation, and by the Registrar-General of Seamen to the Royal Naval Reserve, and we are strongly and unanimously of opinion that the continuous discharge should contain columns for Conduct and Ability, but with certain safeguards to protect the seamen.

1109. What, then, do you say the form of the Conduct and Ability columns should be?—We think that there should be three columns: one for Conduct, one for Ability, and one for Remarks. We think that the conduct and character columns should be filled up just as at present, except that in no case should the entry "Decline to report" be allowed unless the offence upon which it is based has been duly and properly entered in the official log.

1110. And you think that this is sufficient to protect ships from bad seamen, as well as to protect the rights of seamen?—Yes.

1111. Do you support the view that entries should be made on the continuous discharge of desertion, mutiny, or other statutory offences?—After most careful deliberation, we do not think that that is desirable.

Capt.  
William  
Hall.

4 July 1899.

*Capt.  
William  
Hall.*

4 July 1899.

1112. Why not?—When you come to make these entries in the discharges it sometimes causes ill-feeling.

1113. Do you think that it is desirable that the superintendents of mercantile marine offices should, in place of the master, be made responsible for entries of bad conduct on the continuous discharges?—Distinctly not. The seaman is the servant of the shipowner and shipmaster. He is in no sense whatever the servant of the Board of Trade, and the superintendent of a mercantile marine office, who is the servant of the Board of Trade, should not have his statutory powers carried beyond their present limits.

1114. What do you intend the column of remarks for?—Solely to record instances of gallantry, bravery, or exceptionally meritorious conduct on the part of the seamen. We think that such record would be highly valued by the seamen, and would help to make the continuous discharge popular among them.

1115. Have you any further suggestion to offer?—Yes. With a view to prevent "failures to join" and desertions, we suggest that immediately upon the seaman signing articles, his continuous discharge should be placed in the custody of the master, the master holding it until the discharge of the seaman. But (1) in the event of the seaman failing to join, the master should return the continuous discharge with the form containing changes in the crew; and (2) if the seaman deserts, the master should return the continuous discharge to the Registrar-General of Seamen, through the British shipping authority at the first possible port.

1116. You think that at the end of every voyage it should be compulsory to put a record of the seaman's conduct and ability upon the discharge form?—Yes.

1117. Don't you think there is a possibility there of tyranny, and that some masters might give a man a bad mark through having a spite against him?—I don't think so.

1118. Why not?—To speak from my own experience, masters are more likely, at the end of a voyage, to lean towards leniency than to be too severe.

1119. The V.G. certificate is rather too frequently given?—It is very often given.

1120. Don't you think that is because masters recognise that the present form of discharge is worth nothing at all; consequently they become somewhat careless as to what kind of discharge certificate they give, whereas if seamen had a continuous discharge book it would matter very much what kind of discharge certificates the master gave?—You should be able to trace up any master who gives a false discharge certificate.

1121. Who is going to do that? Do you mean that some kind of pressure should be put upon the master, or that there should be some kind of appeal?—If a man came to me with a continuous record, showing one bad discharge, I should ask the seaman the reason for the bad mark against him, and he might be able to explain it.

1122. If a seaman came to you whom you contemplated taking in your ship, and you found that he had a very bad discharge, and you asked him to explain it, and he explained that he was really an angel, and everything he ought to be, whereas his former master was everything he ought not to be, do you mean to say that you would accept that explanation against the character given to the seaman by his former master?—I am not saying I would accept it, because a bad character would make me cautious in engaging such a man.

1123. Quite so; would it not probably make you so cautious that you might not take him at all?—I would at the same time judge to some extent by appearance.

1124. If you are prepared to set aside a written character given by a previous master, and to form your own judgment from the seaman's appearance, why should you attach so much importance to the column in the certificate for recording his character and ability?—I do not say that I would judge altogether by his appearance, but if I found that the man had a bad character on one voyage, and that it was preceded and followed by voyages where he had a good character, I should endeavour to get an explanation, because there might be some special reason, and I would not condemn a seaman for one fault.

1125. Supposing that a seaman had a series of good characters, say from three to six good characters, and that his last character was a bad one, and he tried to explain it away by saying that the master had had a spite against him, and if such a man looked truthful, and appeared a good seaman, would you take him or not?—If I was pleased with his appearance I might take him.

1126. In spite of his bad marks?—I should make some inquiries before I took him.

1127. Given that a seaman is a smart looking fellow, and appears truthful, you do not think that the risk of a bad mark put against him through spite would prevent him afterwards getting a ship?—I don't think so; not in all cases, but it might in some.

1128. If it might in some cases, don't you think it is rather unfair to put even some men into that position?—I don't think it would have the effect of preventing them getting any employment at all.

1129. Why? Do you mean because there are too few men?—There is often a scarcity.

1130. Is the scarcity so great that you have often to take a man no matter what he is?—It is not so much a scarcity, as that men who have signed fail to join at the last moment, and the captain then is often glad to take anyone to make up his crew.

1131. How would it suit if there were no columns at all for conduct or ability, and if the discharge certificate were a mere record of service, upon the back of which the seaman could, if he wished it, have stamped a record of his conduct, so that it would be left to him to say whether he would take a conduct mark or not. If he preferred not to take any record of conduct, would that make you suspicious, just as if he had a bad record?—Yes, I should feel suspicious if there was space at the back of the certificate expressly for a record of character, and if the seaman refused to accept it.

1132. The good men would all ask for it, and would have the record?—Yes.

1133. And the bad men instead of having a bad mark would have no mark at all?—Yes.

1134. Would not that be just as great a safeguard to the master as a compulsory record of character?—It would have almost the same meaning.

1135. Therefore, it would satisfy you if the custom was to leave it optional to stamp the character upon the back of the certificate when the seaman desired it?—Yes, that would satisfy me.

1136. (*Mr. Clark Hall.*) I think your association is distinctly opposed to the entry of desertion by the captain on a continuous discharge?—Yes.

1137. When a seaman is engaged before a superintendent, would you propose that the superintendent should enter the engagement on the discharge book?—Yes.

1138. Then if the man deserted, you propose that the master should make no entry in the book, but should return the book to the superintendent?—Yes.

1139. Then there would be blanks in that book?—Yes.

1140. Do you propose that these should be left blank or would you leave it to the registrar to fill them up as instances of desertion?—I would leave it to the registrar.

1141. You would not leave it blank altogether?—I don't think that would be policy.

1142. So that there would be an entry of desertion in the discharge book, but the master would not make it?—Yes.

1143. Supposing a seaman is discharged, and is either G. or V.G., would you draw a distinction between these two descriptions?—Sometimes when a seaman is an extra good steersman we give him a V.G., or if he is especially careful on the look-out, whilst good men who conduct themselves well during the voyage, and yet can scarcely be called thorough seamen, although they may be willing workers, would be discharged with a G.

1144. Is it not a fact that in the Royal Navy and merchant service a G. is looked upon as pretty much the same as bad?—In some cases it is viewed in that way.

1145. (*Chairman.*) In contradistinction to V.G., I suppose you would treat "good" in the ordinary meaning of the word, would you not?—A seaman with V.G. is usually preferred.

1146. Good may mean an excellent man, but not so good as V.G.?—Yes, not so good as very good.

1147. (*Mr. Clark Hall.*) In the column you suggest for remarks, would you not note the fact that a particular man was a good helmsman, or anything of that kind?—Yes, if I had a very good helmsman, or a man who could be depended upon on a dark night for keeping an extra good look-out, and not being careless, I should always make a point of mentioning that in his discharge.

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1148. And it is for such entries that you would keep the remarks column?—Yes.

1149. (Chairman.) Would you put such a remark as this in that column: "I should have had much pleasure in giving this man a V.G. discharge had I found him a little more experienced"?—Yes.

1150. That could be stated as the reason for simply giving him a G. discharge?—That could be stated quite easily.

1151. Such a note would explain the G. discharge, and would fill up your remarks column?—Yes.

1152. (Mr. Clark Hall.) You spoke of crimps being baulked by means of a continuous discharge, but as such a discharge would become a valuable property, might not a seaman be induced to part with it to the crimp and to apply for another, so that the crimp might hand it over afterwards, upon terms, to any loafer whom he wanted to get shipped, and who might answer, more or less, to the description. Is there not some danger of that?—I don't think there would be much danger of that. The seaman would have great difficulty in getting a second book.

1153. But if he *bonâ fide* lost his book he would be entitled to another?—Yes, but if his first book turned up in a shipping office, or if the certificates were traced, it would be awkward for him.

1154. (Captain Chalmers.) Is it your practice now, when engaging seamen, to make them hand their discharges to you?—Invariably.

1155. And you retain them for the rest of the voyage?—I retain them until we are on the homeward passage, and then I prepare a list of all monies paid or owing to the seaman, and such other matters, on a slip of paper, so that he has leisure to look it over before he arrives home, and at the same time I hand over his discharge to him. That is the rule I have acted upon.

1156. You don't do that until you have passed your last port of call?—Yes, quite so, or when we are coming into the Channel.

1157. Is that practice general amongst shipmasters?—I could not say, but I have tried to spread it amongst shipmasters.

1158. If a man fails to join, do you send his discharge back with the Eng. 2?—Yes, to the shipping master, so that the shipping master would have it in his hand, and could ask for an explanation if the seaman went to him for the purpose of shipping with someone else.

1159. Why do you hold that a certificate of discharge should contain a report on character, and remarks?—We would have nothing to guide us if there was nothing of that sort, and we want to be enabled to judge whether a man is well qualified or not.

1160. Are you not aware that the certificate of discharge is simply what it purports to be, namely a certificate of discharge, nothing more and nothing less?—Yes, but in that certificate there are spaces left for some brief record of what the seaman's character has been during the voyage.

1161. Have you hitherto considered that you could fill up these discs as you liked in the present form, without asking the seaman whether he wanted them filled up?—I have considered that.

1162. Your opinion was that the seaman had not the option?—I should have said that if he came and mentioned to me that he did not want a character, it would be left with me whether to fill up the blanks or not.

1163. Has it been your practice, in making out the discharges, or having them made out by the shipping office officials, to direct them to be filled up in the discs from the report written in the official log before the seaman comes up to the pay table?—Yes.

1164. So that practically you did not give the seaman an option?—They never thought of asking or taking the option. The form has generally been filled in from the report in the log book, with either V.G. or G., before the seamen go to the shipping office.

1165. Do you think the seamen don't know that they have the option of choosing whether these discs should be filled up or not?—I don't think they do.

1166. And that really, when they come to the pay table to receive their wages and their discharge, they take the discharge with "decline" on it, or with other indications of character, not knowing that they could refuse such record of character?—I don't think they know that they have that option.

1167. Did you know?—Until you mentioned it this

morning, I had quite forgotten it, but I once had a case where a man refused.

1168. Do you hold that the seamen should still have the option, or that it should be taken away from them?—I think they should still have the option.

1169. If they are still to have the option, do you think that the certificate of discharge should bear upon it any column for a report on character?—I think the column ought to be there for the report on character, but if the seaman strongly objected to have it, it would soon be understood among ourselves that there was some hitch in that seaman's behaviour, to account for his reluctance to have a record of character.

1170. Supposing that the certificate of discharge bore upon its face simply the name and description of the man, with service, date of engagement, rating, etc., and that the back of the page was left blank, so as to have stamped upon it with an india-rubber stamp, if desired, a report of character or left blank at the seaman's option, would not that meet the case?—Yes, I think so.

1171. If you were engaging seamen, and a man handed you his book, and you found it consistently blank as to character, showing that the man had not accepted a record of character at all, would that influence you against engaging him?—It would tend to. I would think that there was some reason for his refusing to accept a record of his character.

1172. Would you refuse to take him if other men were standing by who had their certificates filled in with V.G.?—I might do so, but I would not like to say positively that I would.

1173. Would a single bad discharge prevent you from shipping a man?—No, because I have had experience that a seaman might lose his temper under certain circumstances, on board a ship, and on the impulse of the moment, that may be put down against him, or may cause a blank, or only a G, when he would otherwise have got a V.G. I would, therefore, not condemn a man for one fault.

1174. Do you think, if the suggested form were adopted, and the back of the form were left blank for an optional record of character, that either that record, or the absence of it, would be some indication of the man's character, and would your Association not ask for anything else?—I don't think they would.

1175. They would not press for the ruled columns?—I don't think they would, under such circumstances.

1176. I think you said that if a master wanted to decline to give a report on character, there should be power given to the superintendent to forbid him to do that, unless there was an entry in the official log book for some offence. Do you still hold to that view?—I think it might not be just for a master to decline to give a man some kind of character unless there was some specific and recorded fault to be found with the seaman.

1177. Have you not had experience at sea of men who were idle and worthless, but who yet do not commit any specific offence that you can put down in the log book—men who are from beginning to end disobedient or idle, and yet keep within the line which prevents an entry in the log book?—Yes.

1178. Then why should the master be forbidden to give a "decline" to report, unless there is some corresponding entry of an offence in the log book?—The captain should have the liberty to decline or not, but not many captains would decline to report, unless the man had been persistently troublesome.

1179. You led us to understand that "decline" to report should not be allowed unless there was an entry in the log book to justify it. Who would have the power to step in and prevent it but the superintendent?—He might step in.

1180. Does not the condition of affairs equalise itself when you have, on the one side, a master who has the power to decline to report, and when, on the other side, you have a seaman who has the option of taking no character at all, and having nothing endorsed on his discharge certificate, because if he found that the master was going to decline to report, he could refuse to take it?—I have known men refuse to take a discharge at all, but in such a case they lose credit for the period of service covered by their engagement in that ship.

1181. Do you think your association would agree to put it out as an instruction to all their members that they were, in every case, to demand the seaman's book at the time of engagement?—I think so.

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1182. Do you realise that under the present Merchant Shipping Act, there is no power on the part of the superintendent to demand the last discharge?—I was not aware of that.

1183. Did you think the superintendent had that power?—I always thought so.

1184. You may take it from me that he has not. Now, knowing that, don't you recognise that the success, or at least a great part of the success, of the proposed scheme of continuous discharges would depend upon the co-operation of the shipmasters, and upon their refusing to engage any man who did not produce his book. Would the masters co-operate in that?—I think so.

1185. Do you think they would in all cases—in cases of emergency, such as pier-head jumpers and the engagement of substitutes?—In cases like that they would be almost compelled to take the men who offered, but a system of continuous discharges would make it more likely that a man, after being entered for an engagement, would join the ship.

*Capt. John  
Carrington.*

Captain JOHN CARRINGTON, called; and Examined.

1190. (Chairman.) You have been a master for a number of years—about twenty years, I think?—Yes, I have held a master's certificate since 1873, and have been in command of sailing ships and steamers since 1876.

1191. You represent the Mercantile Marine Service Association?—Yes.

1192. I understand that body represents nearly three thousand shipmasters and officers?—Yes.

1193. I understand you are prepared to give us a statement of the views of your society and yourself upon the subject of continuous discharges for seamen?—Yes. The Council of the Association is of opinion that a system of continuous discharge certificates should be adopted in the Merchant Service, and that these certificates should be in such a form as could easily be glanced over by the master or mate in selecting a crew. It should contain a description of the holder to prevent personation. It should also contain (1) a column for conduct; (2) a column for ability; (3) a column for remarks. The master of the ship should have full discretion in giving a character to a seaman, as unless this is provided for, the continuous discharge will lose half its value, because it is essential that a master or mate should know the character of a seaman before shipping him. I know that there is an objection in official quarters against allowing the master this discretion, on the ground that the master, in a fit of temper, might, undeservedly, give a man a bad discharge. This we strongly deny. Shipmasters are more inclined to err on the side of leniency, as witnessed in the well-known fact that a large number of seamen are at present given V.G. discharges upon signing off, when their conduct during the voyage has been far from satisfactory. This I attribute to the fact that shipmasters generally are over considerate of the seaman's interest, and are averse to giving a bad discharge because they do not want to jeopardise the seaman's chance of obtaining future employment. The shipmaster, as a rule, is very cautious in giving a bad discharge. In the case of continuous discharges he would take care that no bad character is given unless the conduct is certified by the entries in the official log, signed by himself and the officers, showing that the man has been guilty of such offences as confirmed drunkenness, mutiny, desertion, or other statutory offences. As a further precaution, instructions might be printed in the discharge book cautioning shipmasters that a bad discharge must not be given unless supported by the evidence of the official log. But the shipmaster should still have the option of declining to report, or offering "no remarks," in the column for conduct. I do not consider that one bad discharge in a book of continuous record would be fatal to the chances of future employment. If a man's record previously has been fairly good, most shipmasters would, I think, be disposed to give him another chance; at any rate, a man's average conduct during a course of years would have more weight than one unfortunate lapse. The advantages of a system of continuous discharges are fully recognised among shipmasters and officers. The present system of single discharges readily lends itself to personation. I have had considerable experience in the San Francisco and West Coast of South America trade and I have known of cases in San Francisco where the boarding-house masters have fitted out a nondescript crew of landmen

1186. You think that if a continuous form were in force, and if the seaman knew that his discharge was in the possession of the master, there would be fewer cases in which it was necessary to engage substitutes?—I don't think we would have anything like the number of cases that we have at present, but there might be some chance ones.

1187. In the case of engaging substitutes, so as to catch a tide, would some masters take men at the last moment without demanding their books?—To save a tide they might be compelled to do so.

1188. But if you once allow an exception, would not that destroy the rule?—The new system would take a little working in at first before it became universal amongst sailors, but it is greatly needed.

1189. You think we could depend upon the masters doing all they could to assist this scheme?—I think so. We have had the subject thoroughly threshed out in our societies, separately and jointly.

(Chairman.) We are obliged for your evidence.

with good discharges taken from seamen, and supplied these men to a ship signing on. A compulsory system of continuous discharges would remedy many of these evils. The form adopted might be an adaptation of that used in the Navy, or an improvement upon that authorised by the Government of India for Lascar seamen. To make the record more effective, I would suggest that an entry should be made immediately upon the seaman signing articles, and that the book should remain in the custody of the master until the vessel had sailed on the outward voyage. My object in suggesting this is that it would have the effect of checking many of those numerous desertions, or "failures to join," after signing articles. The book could be left in the possession of the Board of Trade officer after the seaman had failed to join, and the Superintendent would then be in a position to more readily trace the offender. It is an almost daily occurrence for vessels to be detained through their complement of seamen not being full at the last moment, thereby incurring a great expense upon the owners. Many seamen sign on a ship's articles simply to obtain their advance notes, and after getting someone to cash them they clear out to some other shipping port, and do the same again. The continuous discharge would be a means of putting an end to much of this and many other frauds.

1194. You think that the master of a ship ought to have full discretion in giving a character to a seaman?—I should say so.

1195. What do you mean by full discretion? Do you mean that if a master insists upon giving a seaman a bad character, the seaman has to accept that, whether he likes it or not?—Yes; if a master feels that a man deserves a bad character, he has every right to give him one.

1196. And the men should be obliged to accept it?—Yes.

1197. I suppose you know that is not the present state of the law?—I know that.

1198. You would, therefore, change the law?—Upon that point I would.

1199. Probably you know that at the present time it is within the option of the seaman not to take a bad character unless he likes?—I know that when he takes his discharge from the hands of the master at the payable he can destroy or keep it, as he likes.

1200. I don't mean that. I mean that he need not accept a V.G., or a G., or a "decline" to report at all. He need not have the discs filled up unless he likes?—Then I would decline to report upon his character.

1201. He need not have that. I believe that at present seamen do not know it, but there is no reason why they should accept any remarks about their conduct and ability, as they can merely ask for their discharge?—In other words a seaman can ask for a certificate simply as a record of time of service.

1202. That is so. Did you know that fact?—I was not myself aware of it.

1203. Of course, the object of your suggestion is to provide some security that when a seaman comes and applies for a ship the captain may be able to form a judgment from the man's previous record?—Yes.

1204. Would not your point be sufficiently met if the continuous discharges merely showed sea service, and then still allowed every seaman the option which he has at present of taking a record of his character and ability on the back of the discharge, or of not taking it, as he liked?—That would not show his character.

1205. But the good seamen would naturally all take a record of conduct and ability, and would have their discharge certificates duly endorsed, whereas the bad men would probably refuse to take it, and that would be in itself sufficient warning to the master that there was something wrong?—Quite so; if the character was not endorsed, I should conclude the reason to be that it was an indifferent one.

1206. Would not that meet your point?—I think so.

1207. Therefore, there would be no reason to change the law, and to bring in a compulsory measure to force every seaman to take a character?—The continuous form of discharge would enable a man to show his past record of sea experience. All those who have anything to do with shipping crews know that the majority of sailors are a very rough lot to deal with, and perhaps especially English sailors. The sailor is probably a man who has tried most things on shore, and gone to sea as a last resource, or he may have been a boy so thoroughly bad at home that his parents have sent him to sea. That is the class of material we have to work with. Masters are put to a great deal of trouble to manage such crews. I have had charge of vessels from a schooner to a four-masted sailing ship, and several mail steamers on the West Coast of South America, and I have found that the foreign sailor is easier to deal with than the English sailor, so we have to give him a preference. The Scandinavians, for instance, are hardy, good seamen, and more amenable to discipline; but, of course, we would rather give our own countrymen the preference if we had sufficient law to back us up in making them behave themselves. At present if you threaten a seaman, if you call him aft, and tell him that he has been insolent, he knows that you cannot by law punish him for that, and that he must strike an officer before he can be punished. It is very *infra dig.* for any young fellow in charge of a watch to have some of the crew giving insolence, but he knows that he has no way of getting them punished by law. We may be away four or five months in a sailing ship, and the crew find that by sticking behind one old sea lawyer they can have pretty well their own way, and do as they like, and work just as little as they wish. If an officer speaks to them of their lack of interest in their work, they give him a lot of insolence, and it is no use a master trying to punish these men, for there is no law enabling him to do so. If we had a discharge form by which a captain or officer could see the past record of a man, the seamen would feel that unless they behaved themselves and got good discharges—at all events occasionally—they would stand a bad chance in competing with other men who were also applying for a berth.

1208. I don't suppose that in a case of that sort you would have any power under the system which I have sketched for you of doing anything more than leaving the back of the certificate of discharge blank, because if you proposed to write on the back of it that the man had been consistently insolent or consistently lazy, the seaman would, of course, decline to have that. You would, therefore, be unable to actually express your views about the man on his discharge. At the same time, if the shipmasters co-operated sufficiently, I don't think there really would be any necessity for that, because the very fact that a seaman had the back of his certificate man?—Certainly, if a blank was left under such circumstances at the back of the discharge a captain would come to the conclusion that there was something against the seaman.

1209. Unless the man also had a number of good discharges?—Quite so.

1210. I presume you would rather have a system of that kind, which could be easily brought about, and which could be given effect to without the delay and trouble that always attend the introduction and passing of a new Bill?—Yes.

1211. Then probably you would not press for the suggested columns for a compulsory record of character and ability?—No, I think I would not under these circumstances.

1212. You said that a shipmaster would be very cautious in giving a bad discharge under a continuous discharge system, that he would take care not to give a bad character unless it were justified by

entries in the log. Would the master also be careful, on the other hand, that he does not give a good character unless it is deserved? I am quite certain that every reasonable man would be careful not to brand a seaman with a bad character which he did not deserve, but it is not true that many masters give V.G. discharges when men do not deserve them?—Yes, that is done.

1213. Do you think under a system such as is proposed that shipmasters would have the courage of their opinion, and would decline to give a seaman a V.G. discharge if he really did not deserve it?—I think if a master felt that a troublesome seaman had tried to mend his ways, if he had been antagonistic to the officers in the first part of the voyage, and had afterwards shown that he wished to be a better character, and to serve the ship in a more manly fashion, I think the master would be inclined to give the man a V.G.

1214. Would you give a V.G. under such circumstances?—I might if I thought the man had made up his mind to do well, and had shown himself, during the latter part of the voyage, determined to be what I considered a very good seaman.

1215. If you gave a V.G. to a man who has had any thing against him on the voyage, would that not be rather unfair to other men who had had nothing against them on the voyage?—I consider that if a man, after trying to get a little bit of his own way to start with, had mended his ways, and shown himself to be very good, that I should be in form in giving such a man a V.G. at the end of the voyage.

1216. What is the real reason why V.G. discharges are now given with so liberal a hand to many men who don't really deserve them?—I could not say.

1217. Have you never thought about it, because I suppose that more than half the discharges now given are V.G. discharges?—Yes.

1218. Why is that?—I consider that the masters give them because they think the men have tried their best. When even a troublesome man finds himself in a ship where discipline is maintained, he may settle down to his work, and behave himself, and deserve a good discharge.

1219. Don't you think that V.G. discharges are more commonly given because the captain, at the end of a voyage does not want to part enemies with the sailor, and prefers to let him go in peace?—I should say not. I would not take that into consideration in the slightest degree.

1220. Do you believe that in every case where a V.G. discharge is given the master really thinks that the seaman is trying his best to make amends, and to do well?—I would not say in every case.

1221. In the majority of cases?—In the majority of cases I think that a captain, before giving a V.G. discharge, feels that the man ought to have it.

1222. Then I think you must have been very successful in dealing with the rough material you spoke of?—I think I have.

1223. I don't mean you, but shipmasters as a whole. Do you think the shipmasters realise that the success of a scheme of continuous discharges would absolutely depend upon them, because obviously if they are careless about the kind of characters they give, the whole advantage of the continuous form is done away with at once?—I consider that if masters, taken as a body, saw that the continuous discharges were given with the object of really enabling them or their officers to select the best men, they would be more inclined to be exceedingly careful in giving really just characters.

1224. You think they would be impressed with a sense of their individual responsibility in a general scheme?—I do.

1225. (Mr. Clark Hall.) You propose that the master should retain the continuous discharges until the ship has sailed?—Exactly.

1226. Would you not rather require him to retain the continuous discharge until the man is discharged, in order that the proper entries might be made?—The certificates of the officers might also be retained till the ship has sailed; at the present time they consider that they are the best people to take care of their own certificates.

1227. But I am speaking rather of the A.B.?—If a man's book were given to him when the ship sails he would probably be able to take care of it as well as if it were put into a drawer in the captain's cabin, and in case of shipwreck the seaman would not want to have his re-

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cord lost, if he could keep it in his pocket when he is rescued in a boat. It would be a valuable possession to him if it were a good record.

1228. As a matter of fact, masters usually do retain the discharges?—Yes, I do, until I am discharging the men, or until shortly before that time.

1229. With regard to the form to be used, have you thought whether a sheet would be better than a book?—I think a book would be preferable.

1230. (*Captain Chalmers.*) With regard to the officer's certificate, are you aware that under the Act the master has power to retain it until the officer is discharged?—I am aware of that, but I have had officers who do not favour that, and the shipping master has said to me that if we get the number of the certificate that is sufficient, as the officer is the best one to take care of his own certificate.

1231. The superintendent has told you that?—Yes.

1232. Knowing that under the Act you can retain them, do you retain them?—I do.

1233. You think the certificates should be retained until the discharge?—Yes.

1234. If a continuous form came into operation, would you demand it at the time of engagement and keep it during the voyage?—Yes, if I could legally do so.

1235. Would all shipmasters co-operate in that way, by refusing to take a single man who did not produce his book?—I should say so, if the supply were equal to the demand; but there are some ports where we cannot easily get men of the best character, or at least not sufficient of them, and where we are obliged to take those who offer. Personally, I would not take a single man who had not a good discharge.

1236-7. I am talking about the production of a book

form, the leaves of which might be blank on the back. Would the shipmasters undertake, at the time of engagement, to demand the production of the book from each man?—Yes, and to hold it during the voyage.

1238. Do you think they would assist the scheme to that extent?—Yes.

1239. Do you know whether there are in the Royal Navy discharges any reports on conduct, character and ability?—I do not.

1240. But I understood you spoke of the Royal Navy form as being a good one?—The last form of theirs which I saw gave some indication of conduct and ability.

1241. Do you still seriously think that a bad discharge should not be given to a man unless it is supported by entries in the official log?—I think most certainly that a seaman should not have a bad discharge unless he has committed himself, and been logged for an offence.

1242. Is it not possible at sea to have an idle, disobedient or worthless man who keeps inside the four corners of the law, and does not commit himself to such an extent that you could make an entry against him in the log book?—In such a case the captain might decline to give him any report on his conduct.

1243. You do not mean that there should be an addition to the Act or anything of that sort, preventing a master from giving a bad discharge?—Oh no, I think it should be left to the discretion of the master.

1244. But you think that shipmasters should be advised not to give a bad character unless there was some justifying entry in the log book?—I do not think that such advice is necessary, but they might be cautioned. That might do some good, and could not do any harm.

(*Chairman.*) We are much obliged to you for your evidence.

*Capt. W. Kenneth Pritchard.*

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Captain W. KENNETH PRITCHARD, called; and Examined.

1245. (*Chairman.*) Have you been connected with the sea for a long time?—Yes, about twenty-five years.

1246. And you have been a master for a long time?—Yes, about thirteen years.

1247. And you are a member of the Shipmasters' Society?—Yes, but I appear here independently.

1248. Are you in favour of a system of continuous discharges?—Yes.

1249. What advantages do you think that would have over the present system?—Under the present system we have a very poor guarantee that the man who presents a certificate of discharge to us is the real owner of it. In picking out a crew we have great difficulty, under the present system, in knowing whether we are getting good men. The present form is easily lost, easily lent, and the fraudulent use of it is also easy.

1250. What proportion of these discharges issued now are bogus, in your opinion?—The discharge itself is not bogus, but often it belongs to another man than the one who presents it.

1251. How often?—I cannot say, but a foreign seaman, who cannot speak a word of English, may produce two or three different certificates of discharge in different names.

1252. Does that occur often. I suppose it doesn't happen every time you sign on a crew?—I think there would scarcely be any occasion of that sort when it would not occur, especially when we take the pier-head men into account.

1253. The jumper who takes the place of the one who has not turned up?—Yes.

1254. Do you mean that almost every time you sign on a crew you have reason to doubt the genuineness of some of the discharges?—Yes.

1255. Where do they get them from?—I think a good many of the discharges really belong to foreigners who have gone home, after they have been some time in English ships, and who leave all their discharges with the boarding house masters. They are not returned to the registrar of shipping as they should be.

1256. Does the boarding house master usually have a stock?—Yes, only yesterday I found a boarding house master with fifteen, one of which, singularly enough, I had given myself in 1891.

1257. As the foreign seamen are generally the steadiest,

I assume that the discharge certificates of foreign seamen are those most in request?—Foreign seamen are certainly steadiest, at least some of them, but I know that masters very seldom give a bad discharge; it is too much trouble for them.

1258. One witness has told us that he believes the reason why so many V.G. discharges are given is that the masters are genuinely under the impression that the men, if they had been troublesome, wished to amend their ways and deserved the V.G., and the same witness told us that if a man misbehaved himself on the voyage and afterwards showed signs of repentance he would give him a V.G. on discharge. Don't you think it much more likely that the reason for giving so very many V.G. certificates is that the majority of masters don't want to part enemies with the men?—There are many things which conduce to that. My experience has been largely in what is called the tramp service or independent steamers. We may come into Cardiff on a Friday and have to clear out on the Saturday. If you have had any trouble with a man and want to record his case, it may take up all your Saturday, and consequently, instead of bothering about it, you give him a good discharge, and let him go.

1259. If you decline to report or give him a bad character, and he objects, or you have an argument with him, that may delay you?—Yes.

1260. Do you think that under a continuous system that may be changed, and that masters would be more careful?—I think that under those circumstances a seaman would not so readily part with his book to another man.

1261. But would the master be more careful as to what kind of a discharge he gave?—If the man was decidedly a bad character, and the master felt bound to give him a bad discharge, he would know that by giving such a man that discharge certificate he was really inflicting some punishment upon him.

1262. You think one of the reasons why V.G. is given so freely is that masters recognise that the present certificate is worth nothing, and that if it were bound up in a book form and made continuous, it would be worth something, and responsibility would then lie upon the captain to give the seaman a proper and true discharge?—I think so.

1263. Is it not obvious that, if they do not do this the value of continuous discharges will be seriously dis-

counted?—If a continuous discharge does not give some indication of ability and conduct it will be of comparatively little use.

1264. At all events, if V.G. were given when it was not deserved, the safeguard to the next master employing the man would be gone; but you think, I understand, that the point is recognised by the masters?—At present the majority of us don't consider that the V.G. certificate means very much in every case.

1265. Do you think it would be more considered under a continuous system?—Yes.

1266. And now about the form of the discharge. I see you would like to have columns showing a record of conduct and ability and remarks?—Yes; a strong, handy book form is probably the best.

1267. With regard to the columns you suggested, they would, of course, mean, if filled up, that you would be forcing a seaman to accept a statement about his conduct and ability and character, whether he liked it or not?—In the form used during the last eight or nine years there is a printed line which says that the seaman may object to any character. The expression is that if the seaman objects to a certificate of his character, a cross should be put through the disc.

1268. If the column for character was left, do I understand that you would make it compulsory, or leave it optional, as it is now?—I am afraid you would have to leave it optional. If you did not, it might involve legislation.

1269. And such a change would probably be resisted by the seamen?—I have never yet met with a seaman who was aware that he had the option, not even amongst the officers.

1270. Perhaps, if they were aware many more would object to the character?—I have had a man tear his character up and throw it back in my face.

1271. But he would not tear it up and throw it back in your face if he were aware that he need not have a bad mark at all?—Probably not; he would then say, "I want no character."

1272. You think that under a continuous system you would leave the character optional, as it is now?—Yes, although it would give us, as masters, infinitely more trouble, because we would have to fill in the discharges at the pay table.

1273. You recognise that the other plan would entail legislation, and might entail agitation?—It might.

1274. Suppose that in a continuous form you did away with those discs, which, as a matter of fact, are not altogether regular now, and treated the certificate as a mere record of service, and left the back blank, allowing any seaman to choose whether or not he would have his character and conduct endorsed on the back of his certificate or not. I should have thought—but I want your opinion upon it—that the good men would naturally seize the opportunity of having a record of their good conduct placed in the book, whilst the bad men would avoid it; that in itself would be a sufficient warning to masters, for if a man could not produce his certificate with a good character endorsed on it, the failure to produce such a certificate of character would alone be so suspicious a circumstance as to put the master on his guard?—Yes, that is so. If a man has a good record, with only one blank, or one "decline," you can ask him, under a continuous system, why that is, which gives him a chance of explaining, and the man, after giving an explanation, could point to his otherwise good record.

1275. Do you think that the fact of a man having a blank and no record of conduct would, in itself, be sufficient warning to a master, without the character column. If that were arranged, would you press your point about the compulsory character column?—I think not, but the discharge should be one that the master could easily pick up and refer to. A small book, like the Federation book, is almost big enough for the purpose.

1276. Is our optional book too bulky?—It is, perhaps, rather bulky.

1277. But there is very little difference in size between that and the Federation book?—Voyages are now so short that discharges accumulate quickly, and the seamen might very soon make up a volume of them.

1278. At any rate, you think that the form ought to be continuous, and in as handy a shape as possible?—Yes. When one is selecting a crew, they all crowd forward with their books, and one has to judge their character very quickly.

1279. I suppose you would be of opinion that when a captain signed on a man, he should keep that man's book in his possession, and give it to him towards the end of the voyage?—Yes, we do that now with the discharges.

1280. But I suppose that is very little security now?—Not very much, because the man can easily get another discharge.

1281. If a man deserts or does not turn up and join the vessel, he could account for the interval by pretending that he had not been at sea, but had been working ashore during the period?—He could make an excuse; the discharges are often, I think, destroyed.

1282. But you think that if they were in book form they would be kept?—Yes.

1283. If a seaman did not turn up to join his ship, you would return his book?—Yes, I would send it back to the Mercantile Marine Office.

1284. If a man deserted abroad, what would you do with the book?—Deliver it up to the consul.

1285. You think that would be better than bringing it back to the port of departure?—Yes, unless the steamer were coming directly back; the certificate might come home sooner if left with the consul.

1286. A witness was asked, the other day, if the books were sent straight home, whether that might not cause the deserter to be brought back at the public expense as a distressed seaman?—It might give the consul some opportunity of identifying him; the man would get home in a reasonable time, and could apply at the Board of Trade for another book.

1287. (*Captain Chalmers.*) At present, when you are engaging men, do you insist upon the production of their discharges?—Yes.

1288. You won't engage men unless they produce their discharges?—No, we always take their discharges.

1289. If the book form came into force, would you, when engaging a crew, refuse to engage any man who did not, or could not, produce his book?—Yes.

1290. Are you speaking now for the Shipmasters' Society, and do you think that shipmasters generally would undertake to do that?—I am only speaking for myself. Even in the case of the present discharge, we take it, so far as it goes, as a deterrent to keep the men from deserting or failing to join. Now that voyages are so very short, a seaman in the Mediterranean trade gets a discharge every six weeks or so, and if one voyage was unaccounted for, it would be easy for him to say he had been on shore six weeks. We want some guarantee that the men who apply to us are of good character.

1291. (*Chairman.*) You don't think that the masters would get slack, and would ship men of an inferior class in their ships, whether these men had books or not?—I think not. Masters in the tramp service are very careful, at present, about getting good men.

1292. Is that so in every class of trade?—In the Mail Service it goes without saying that they have a good class of men, for it is regular employment.

1293. Is it the tramp service that has to deal with the rougher class of seamen?—Yes, that is so; the ships themselves are quite as comfortable, but the men don't always know where they are going to or how long they are to be away, and we are often much pressed for time in collecting a crew.

1294. (*Captain Chalmers.*) Would you insist upon the production of books upon the engagement of substitutes?—Yes, I would; but if it was a case of possibly losing a tide, we might have to do without.

1295. Don't you think there would be a great deal of mischief in that, as it would not then be an absolute rule that a man must produce his book, because if you make one or two exceptions and break a rule, it all becomes of no effect?—It would only be in the case of pier-head jumping, when the vessel was ready to start, and when a captain must take someone at once from the shore; but if the continuous discharge system came into general use, good men waiting for an odd chance of employment would have their books with them.

1296. Did I understand you to say that a bad character or "decline" should not be given to a man unless there is an entry in the official log?—Not unless there is an entry to justify the character.

1297. But surely you would not take away from a master his power to decline to give a character to a very indifferent man, who may yet not have offended in such

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a degree as to warrant an entry in the log book?—Then I should give such a man a good discharge. Masters, as a rule, err on the side of leniency, and they don't give bad discharges as often as they should. Unless a man has been more than once in the log book, a master would seldom give him a bad discharge.

1298. But you recognise that only serious offences are logged?—Drunkenness may be logged.

1299. But is not that a serious offence?—Yes, especially when it is recurrent. And disobedience may be logged. At the present time we have to put entries in the log book to safeguard ourselves, and not to do the seamen damage.

1300. Is it not the fact that in a well-disciplined ship one sign of that good discipline is the absence of entries in the official log, and is it not in the ill-disciplined ship that you get the log loaded with entries from beginning to end?—No, my experience is, that in ships where the log book is filled with entries, they generally refer to one or two members of the crew, bad eggs, and not that the discipline of the ship is bad. I am not disposed to make entries except in bad cases, but some men are so ill-disposed that the entries have little effect.

1301. Don't you think that there are any offences which deserve a bad character, except those which warrant an entry in the log?—Yes, but to safeguard a man you must have his bad behaviour proved before you give him a bad character.

1302. Supposing you have a man who takes about twenty minutes in relieving the wheel, and who cannot be roused for his work, but requires too long a time to collect his senses, and then comes loafing in late, and carries that conduct all through, whether he is ordered for look-out duty or going aloft—a man who does not refuse or disobey, but who goes about in such a deliberate manner that he sets a bad example to the rest of the crew—what entry can you make in the log against that man?—If his conduct in that way were persistent I might make an entry to that effect in the log, but as a matter of fact you will not have such a man often, because the man who is going to be relieved at the wheel will take care that the other comes to him in good time. I think that would right itself in the forecabin without the master's interference.

(Chairman.) The Committee are obliged for your evidence.

## SIXTH DAY.

Thursday, 13th July, 1899.

PRESENT:

The Right Hon. the Earl of DUDLEY (Chairman).

Captain A. J. G. CHALMERS.

Mr. W. J. HOWELL.

Mr. CLARK HALL.

Mr. C. HIPWOOD, Secretary.

Mr. J. H. BEAZLEY called; and Examined.

*Mr. J. H.  
Beazley.*

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1303. (Chairman.) You have, I think, been kind enough, Mr. Beazley, to come and give us your views upon this question that we are considering—the question of continuous discharges?—Yes.

1304. You are a large shipowner, I believe, are you not?—Yes, a steamship owner.

1305. Connected with what firm?—The firm of Robert Alexander and Company, Liverpool.

1306. You are also connected with some association in Liverpool?—Yes, the Liverpool Steamship Owners' Association.

1307. That is a very large association?—Yes. They are the managing owners of about 2,100,000 tons of steam shipping, embracing all classes of steamers, but chiefly large "liners."

1308. Have you ever before considered the question of whether a continuous discharge system would be advantageous?—Yes. I first advocated it in 1883. At that time shipowners were very much worried and inconvenienced by seamen failing to join their ships after having signed articles, and I thought that the adoption of the continuous record in place of the single voyage discharge would be of great assistance towards inducing men to carry out their agreements, part of my proposal being that the master should be empowered to retain the men's certificates of discharge upon their signing articles as a voucher that they would join the vessel. At that time it was quite a common thing for men to sign articles for two or three ships on the same day, and to take their choice as to which they would join. I thought this proposal would put a check to that kind of thing. This trouble arose not long after imprisonment for desertion was abolished, and it extended to all classes of seamen and ships. On one occasion 16 firemen who had signed for a Cunard mail steamer refused to proceed in her because they were not guaranteed hot rolls for breakfast every morning.

1309. Was your view shared by your association?—Yes. Early in 1883 the two Liverpool shipowners' asso-

ciations, though not very cordially, adopted my suggestions as to the "continuous discharge," and we had some correspondence about it with Mr. Thomas Gray, the then Assistant Secretary to the Marine Department of the Board of Trade. He went dead against the proposal, and nothing came of it. We dropped it.

1310. Can you tell us what were the objections which Mr. Gray advanced?—So far as I can recall them they were—First, that many years ago a register ticket was in vogue, but that the men struck against it, and it was abandoned. I rather think that that register ticket involved a kind of conscription. I think it required the men to join the navy if called upon, or something of that kind.

1311. There were other reasons besides the register ticket?—Yes. Another objection was that a certificate giving a continuous record of services was already obtainable. Again, that a special pocket book in which to keep the present form of discharge was obtainable, and that this would answer all the purposes of a "continuous discharge" if the discharges were placed in it. He objected to put it in the power of a captain to spoil a good record by perhaps unjustly giving a man a bad character. Again, he thought the proposal was that men were not to be allowed to ship unless they presented a "continuous discharge," and this, he foresaw, might prove a serious hindrance to the shipping trade which it was inadvisable to bring about. He thought the continuous certificate in book form would cost £1,000 or £2,000 per annum more than the present form, which someone would have to pay. Those, so far as I remember, were his objections.

1312. Did you argue with Mr. Gray on that?—Yes. I did, but I could not make him alter his opinion. I pointed out to him that he was mistaken in supposing that it was proposed to make it illegal to ship a man who did not hold a "continuous discharge"—such an enactment would have met with the most strenuous opposition from shipowners and would do now. The proposition was merely that the continuous record should take the place

of the single voyage discharge. I wish especially to draw the attention of the Committee to Mr. Gray's opinion on this point, as I think in view of his long and intimate experience of shipping matters his opinion carries great weight.

1313. And have you considered the question since that time?—Yes. In August, 1888, this question of the continuous discharge certificate in conjunction with certificates of competency for carpenters and boatswains was taken up by the Board of Trade, and a Bill was drafted by the Department containing clauses by which it was made penal for men to go to sea without such certificate or for shipowners or masters to ship them. In November, 1888, Mr. Gray paid a visit to Liverpool in order to confer with shipowners as to the proposed Bill, and a joint meeting of the two shipping associations was convened for the purpose. At that meeting Mr. Gray expressed himself as opposed to both propositions, as also did the shipowners, and these clauses were dropped out of the Bill. The Bill went forward with some other clauses in it. Here again I would like to call attention to Mr. Gray's expressed opinion as to the inadvisability of making it illegal for a man to ship without producing a certificate of discharge, and also of requiring carpenters and boatswains to hold qualifying certificates. His opinion is of importance in view of the Rating Certificate Bill now being promoted by Mr. J. Havelock Wilson, M.P. Mr. Gray approved, however, of my suggestion that masters should be empowered to hold men's discharges upon their signing articles. I may remark that in cases where men ship under the Indian Acts, they have that power. Under our laws masters have not the power to hold the certificates of discharge.

1314. You know, of course, that some years ago a form of continuous discharge, called E2, a voluntary form, was issued by the Board of Trade, but that it was not adopted. I think only two or three books were sold?—Yes. I have seen it stated in the Press that in 1857 the old form was abolished, and that a new continuous form took its place. I have seen it stated in the Press, but, myself, I do not think it was the case. I think it was only a voluntary form.

1315. I think that was so?—There was one in Liverpool also which used to be issued to Liverpool sailors. For a long time it was thought a good deal of; the men, I think, paid half a crown for it; it was in a little tin case. That also gradually became obsolete, and fell into disuse. (*Handing in a document.*) This is one, dated 1845. It has been used five times—i.e., for five voyages.

1316. (*Mr. Howell.*) That was not issued on the initiative of the Government; it was a local experiment?—Yes. It was purely a voluntary one. It is rather interesting.

1317. May we keep this one?—You may.

1318. (*Chairman.*) You say that in 1888 there was some discussion between the Liverpool associations and Mr. Gray on the subject of continuous discharges in conjunction with other matters like certificates of competency?—Yes.

1319. And, that at this meeting the shipowners of Liverpool had seemed to modify, rather, the view which they expressed originally as to the expediency of a system of that kind—of the continuous discharge?—Yes. They were never very enthusiastic about the continuous discharge. I persuaded them, and I think they were very glad to have an excuse to go back on what they had agreed to.

1320. And what do they think now about it?—Theoretically they think it is unanswerably the best form of discharge; but they were very fearful of it being made compulsory for men to produce a certificate before they are allowed to ship, which would have the effect, perhaps of making a compulsory apprenticeship to the sea. They were very much afraid of that.

1321. They are afraid of it being made compulsory. I will deal with that in a minute. But have you any view as to its success in practice?—I think it would be very successful with all the better class of men.

1322. You think it would. For instance, do you yourself see sufficient reasons for making a change at the present time?—No. I do not at present. We are pretty comfortable as we are, and the less interference we have the better pleased we are. We do not make any complaints of the sailors at present. The fact is, you do not want really technical sailors, as you used to do in the old sailing-ship days. Sailing-ships are gradually

disappearing, and a man soon gets to know what he has to do on board a steamer.

1323. Mr. Beazley, you say that your association are afraid that a scheme of this kind might entail some enactment to the effect that no master shall be allowed to ship a man unless he produces his continuous discharge form?—Yes.

1324. Now, even supposing that that was so—which, of course, I do not admit—why would you object to that?—Because in no other trade has a man to produce a certificate before he is allowed to accept employment, and any artificial restriction put on shipping labour would be objected to. It would naturally restrict the field of selection.

1325. Why should it?—Fishermen would not have a continuous record.

1326. If they went to sea they would?—For the first time they would not.

1327. Why not?—He would not have a discharge from a fishing-boat, and he would not have been discharged before. For instance, when there is a strike we get a lot of fishermen from Yarmouth and places like that. If there was an enactment that no man should be allowed to be shipped unless he had a continuous discharge certificate to present at the time he shipped, we should be shut out from all these men, although they are splendid sailors.

1328. An enactment of that kind surely would not mean that a sailor must have had a voyage before. I mean it would not prevent you from shipping a man for the first time to go to sea. If a fisherman found that owing to a strike he could make more money by shipping in one of your vessels than by fishing, he would go to the superintendent's office and get a book, and would come to you, and say: "I understand you want men. I have never been to sea before as a seaman. I am a fisherman, and here is my book." Why would that restrict you at all?—We should have the book without anything in it; it would be an empty book.

1329. Of course, you could not have a discharge certificate if he has not been discharged. But it would be exactly the same as in the case of a sailor who was proposing to make his first voyage, would it not?—Supposing it was enacted that we should not be allowed to ship a man unless he produced a certificate of discharge. What would be the effect?

1330. Surely nobody would dream of making it compulsory that everybody should produce a certificate of discharge—that it should be compulsory in the case of a man who has not had a certificate of discharge?—But you would not allow him to go to sea under such an enactment?

1331. We are supposing that no one would try to do that. We are supposing that the enactment is to prevent a seaman from being taken on who had a discharge certificate and could not produce it. What do you say to that?—It depends upon how the law is drawn up, and whether it provides that a man is not to ship as an A.B. until he has served three or four years as an ordinary seaman.

1332. I do not mean anything about rating. Suppose it merely prevents a man from being taken on a steam ship at all unless he can produce the record of his past services?—You would have the ship owners up in arms immediately.

1333. Why?—Because there are lots of men who cannot produce them.

1334. Why not?—You know what sailors are. They are careless fellows, and lose them.

1335. Suppose you have some provision for cases of loss?—To show the practical working of anything like that, suppose we have a steamer with 400 or 500 passengers on board, and supposing at the last moment she is in want of somebody who must have a certificate of discharge, and probably she must not go to sea without so many A.B.'s—

1336. Do not talk about the rating. Tell me why it would be a restriction on shipowners if you enact that they should not take a man who cannot produce his certificate of discharge. Why would you object to that?—Supposing there are a couple of trimmers short on board and two men offer themselves; though they are all right for this unskilled labour, if they have no certificate of discharge you would not be able to take them. Perhaps the ship is at the dock gates waiting to get out, and she has to wait another tide until they hunt up men with certificates.

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1337. You think that would be the case in regard to "jumpers"—pier-head jumpers I think you call them. When you do not know whether you have a full complement on board or not, you often have substitutes ready who jump in at the last moment?—Yes. They might not have certificates of discharge, and you would be precluded from taking them, although as trimmers they would be quite good enough.

1338. Let us divide these two again. Is your objection merely that an enactment of that kind would make it difficult for you to take men on at the last moment as substitutes in the place of men who have not turned up, or is it that it would cause you inconvenience in the shipping office when you ship on the men?—Both.

1339. Let us have one first. I can quite understand the inconvenience with regard to the pier-head jumper, but what is your objection with regard to the other?—Supposing there were strikes going on; we should object to be restricted in our field of selection of the labour that presented itself.

1340. How would you be restricted?—If we take the risk as to whether a man is a good or a bad sailor, we say we ought to be allowed to ship anybody we like just the same as people on shore are allowed to engage anybody they like if they take the risk as to whether he is a good workman or a bad one.

1341. That is a statement of principle. It is an excellent theory. I want to know what you would be afraid of if that theory was departed from. Why would you be restricted? I can understand you saying, "I object to anything at all because I maintain we ought to have a free hand to ship anybody we chose, whether he be Hindoo, Parsee, sailor or soldier, or anybody. I don't want any interference at all; I don't want any restrictions." But if you do not go so far as that, if you merely say it would hamper your trade and make it very difficult for you to ship men in the case of a strike, I want to know how it would have that effect. Why would it make it very difficult to ship men?—It would make it very difficult inasmuch as we should have our field of selection limited to men who could produce certificates, whereas at present we can take anybody we like to select, even if he has never seen a ship before.

1342. I really think you have misunderstood my question?—I understand you to say, supposing it were enacted that a man should not be shipped without a certificate book—

1343. I do not think that even under a law of that kind, if you think of it, that you would be prevented from shipping a man for the first time. All he would have to say is, "I have come to you to go to sea. I have never been to sea before in my life. Here is my blank book. If you are willing to ship me I will go. All I have to do is to give my book up to the captain when he signs me on, and there is an end of it"?—Do you mean this, that the new form proposed should merely take the place of the present form?

1344. Certainly; take the place of the present form?—Nothing more than that?

1345. No. You abolish the single voyage discharge form and have the continuous discharge?—If that is all there is no objection to that.

1346. There is no objection to that?—No.

1347. I am very glad to hear that?—So long as it does not go further.

1348. Do not you think, when you say you are afraid it would hamper you in your trade if it were made illegal for anybody to ship a man without a book of this sort, that really you a little misunderstood the situation. Do not you think, on second thoughts, that it would not hamper you?—If he has only to show a book, and it does not matter whether it has got a discharge in it.

1349. Of course, obviously it cannot have a discharge in it, if he had not been to sea?—No, of course not.

1350. (Mr. Clark Hall.) In the case of a strike you endeavour to get men wherever you can get them?—Yes.

1351. It may be that men who have left the sea for some time, and who have lost their discharge come forward and volunteer to ship?—Yes.

1352. That would be one of those cases in which the insistence upon the production of the discharge book would throw difficulty in your way?—Yes.

1353. There is another case I want to put to you. I fancy that in regard to large liners you have what you call a shore gang; that you know the men very well;

that they are good seamen; and that you sometimes draw upon them in case of difficulty, without requiring the production of a discharge certificate, which they have probably lost?—Yes.

1354. (Chairman.) With your knowledge of shipping you do not foresee any difficulty for a seaman who has lost his book, whether he has retired from the sea or whether he has not, obtaining a copy from the official log?—I believe he could get a copy, of course, but it would take a little time.

1355. That would be a matter of arrangement. If it could be so arranged that a man could speedily get a copy of the book he has lost, the difficulty pointed out in the case of a strike would be done away with?—If you knew beforehand. But this is what happens in times of trouble. Perhaps it is only at the last moment that you know you are short, and when you find a man without a certificate he would have to refer to London to obtain a copy and it would take two or three days. Practical difficulties crop up in cases of this kind.

1356. You do not want a system of this kind to hamper you in your power of signing men on quickly?—That is it.

1357. And as long as that danger is safeguarded against you have no objection to the system?—To the system *per se* there is no objection.

1358. So long as you are not hampered by it in obtaining men quickly?—Yes, and that it is not made illegal to ship men without continuous discharges.

1359. That, of course, is going back to what we have already said?—I think we are a little at cross-purposes as to that. Allow me to add that the certificate of discharge book is not a certificate of discharge; it is only a form of discharge. The certificate of discharge must be given by the captain after a man has made a voyage.

1360. I do not think we are at cross-purposes there. You say that you do not see yourself any reason for any change now in the present system; that you are content with the present system?—Yes.

1361. I do not know whether you have had any experience of it in your steamers, because I understand that you get the best class of men, and there are probably fewer scenes in the shipping office with your men than with others; but you have heard, I suppose, that very often under the present system when a discharge on a single sheet is given to a man he tears it up and throws it about the office?—I have heard of such cases a few years ago. I have not heard of many lately.

1362. You believe such a thing is possible—has occurred?—Yes.

1363. And you cannot defend a system where that is possible?—The same thing would happen with the continuous record, I think.

1364. Why?—If a captain gave a man a bad discharge for a voyage that man would tear up his continuous record just the same as he would a single voyage record.

1365. Do you think he would?—If it was a very bad one I think he would.

1366. Tear the whole book up and throw it away?—I think he would.

1367. I am perfectly certain he would if all the employers were as liberally minded on that point as you are, and were ready to accept men without any sort of knowledge as to their previous record or character. But do not you think that there is, at any rate, a good deal in this view, that in tramp steamers the captains, before they sign a crew on, do wish to know something about their previous record?—Yes.

1368. I suppose you have the same men over and over again in your ships?—Principally, we carry lascars.

1369. And you know all about your men?—Yes. All the liners take the same men over and over again.

1370. Therefore, you know from your own experience, and from the report of your own officials what the men are like. That is not so in the smaller ships—in tramp ships?—No, particularly in sailing ships.

1371. You can understand that in this case a man does want to know something about his crew's previous record?—Yes.

1372. Do you think it would be a great help to masters in vessels of that kind if they were able to see from a book what the men had done before?—Yes.

1373. And do you not think that if these masters only engaged their men when they had some such satisfaction

given to them, the men would be very chary about destroying their books?—I daresay it would tend to prevent them from destroying their books of discharge. They would not be so apt to tear up a good record as they would a single sheet.

1374. How if it had one bad record in it?—No, I admit that, although I believe some sailors would tear up anything.

1375. If it would have the effect that they would not be so likely to tear the discharge up as they have been, is not that a reason for the change?—Yes, I admit, theoretically, everything in favour of the continuous discharge.

1376. In theory, at any rate, there is a reason for the change?—Yes. The only thing is the fear of making it illegal for men to ship without one of these discharges. That is the only fear in the shipowners' minds.

1377. You say, of course, that there are no complaints of your seamen, but they are all lascars?—I am speaking generally. I have made inquiries among other shipowners, trampowners, and others, and they have no complaints to make, with one or two exceptions, of men not joining after they have signed articles. They have no complaints to make, in fact, either as to men not keeping their engagements or as to quality. I made it a point to inquire among the shipowners before coming here.

1378. Your view then is that the British seaman has very much improved of late years?—Either that or so much is not required of him now that steamers have displaced sailing ships to such a large extent.

1379. Steamers displacing sailing ships would not affect the behaviour of the men ashore, nor would it affect their cleanliness and discipline on board ship, I suppose; or would it affect their readiness not to turn up after they had signed articles?—No.

1380. You say there are fewer cases of men failing to join than there were originally?—Yes.

1381. Surely that is not due to steamers having displaced sailing ships?—I cannot explain that. There was a regular outbreak of men failing to join in 1883.

1382. (Mr. Howell.) Was not that immediately after the abolition of imprisonment for failing to join?—It was.

1383-5. At any rate, you think that the British seaman has rather improved of late?—Yes.

1386. As regards their behaviour on board and on shore, do you think they are steadier and more sober than they used to be?—I think in many cases they are steadier. I do not think you see so many drunken men going to sea now as you used to do.

1387. You admit your experience of a worse class of vessels in which these men ship is not a great one?—No.

1388. As regards rating. You seem to think that the continuous discharge form would involve some rating requirements, do you not?—I am afraid so, seeing that the Department once themselves drew up a Bill which combined the continuous discharge with rating, and there is a Bill now before Parliament something to the same effect.

1389. (Mr. Howell.) I think the Bill Mr. Beazley refers to was simply a draft of proposals?—It was never put before the House.

1390. It was not put before the House, and it was never adopted by the Board of Trade. It was a draft of certain proposals that was drawn up in order to elicit the views of the shipowners?—(Producing a document containing the recommendations of the Royal Commission on the loss of life at sea.) There it is.

1391-2. Yes, that is it?—It is enough to frighten shipowners by the look of it. It looks rather like a Bill, and as if it might develop into a Bill. In fact, part of it—about half of it—has become a Bill.

1393. It was simply sent to the shipowners for the purpose of eliciting their views. Part of it was endorsed by the shipowners, but part of it was very much objected to?—The Board of Trade flew a kite in which they were both mentioned. There is also the fact that there is a Bill before the House, and that deals also with continuous discharges.

1394-5. (Mr. Howell.) I think you are aware that the Bill has been withdrawn?—I daresay, but it will be presented again some other time.

1396. And that it was first introduced by the Government?—Oh, no.

1397. (Chairman.) Would you object to an attempt to

bring in a rating Bill on the same grounds as those which you urge against the continuous discharge being compulsory?—Yes.

1398. Merely the interference with freedom?—Yes.

1399. You do not think it matters that captains in some steamers go to sea, and then discover when they are at sea that they are short of good men?—I do not say it does not matter, but they always select the best men offering themselves. What I am looking at is that in the event of disturbance, in the event of labour troubles, if a Bill were brought in making it illegal to ship a man unless he had a certain certificate it would be playing into the hands of the agitators right away. You would circumscribe the field of labour altogether for shipping.

1400. If you were not allowed to ship men except under a certain rating?—Yes. For instance, we will suppose that there is a strike, and that a Bill had been passed making it illegal that shipowners should ship a man unless he produced and had a certificate of discharge, what would there be to prevent the secretary of a union from buying up all these certificates of discharge?

1401. Do not let us go back to the certificate of discharge; let us talk about rating?—Well, for buying up the certificates of rating. The shipowner would be non-plussed. Then they would not be able to get men.

1402. (Mr. Howell.) Do not you think that it would cost the union a considerable sum of money?—Not if they did it at one port, and if they gained a victory at one port, it might serve their purpose.

1403. There is nothing to prevent shipowners from importing men from other ports?—You cannot get carpenters and boatswains easily. There is only one of each on each ship, and there is only a limited number of them.

1404. Any such proposal would place additional power in the hands of the union?—Yes.

1405. (Chairman.) Do you not think that a system of continuous discharges would probably have the effect of warding off any attempt to deal with the rating instead of hastening it, because it seems to me that it can at any rate be argued with some force that a skipper is in a very difficult position if he goes to sea and finds that half his men who called themselves A.B.'s are not A.B.'s at all? Very well. It is, of course, possible that that system may go on for ever, and people may be content to be placed in that position. But, supposing it is not so. Supposing that those who are not so fortunate as you are count it rather a necessity that they shall have some knowledge of what their men are before they ship them, would it not be less dangerous for you if the continuous discharge was adopted, because a skipper would from that be able to judge to a great extent what the capabilities of the men were? It seems to me that if you do bring in some system by which masters shall have that knowledge, there are only two ways of doing it—either by a continuous form of discharge, or by having some compulsory rating, and I should have thought, as you strongly object to compulsory rating, that the continuous discharge was the lesser of the two evils, unless, of course, you say that the grievance is so slight that it will never be dealt with?—I have said before that I admit that theoretically the continuous form is preferable.

1406. Yes. But from that point of view?—And it would be easier for a captain to see whether a man had been for a certain period at sea, and whether he had got good records for a certain period, or not. It would be much easier than under the present system.

1407. And he would be able to judge of the capabilities of his men?—Yes.

1408. Do not you think that that would go a long way towards meeting the grievances which some of these people allege that they have to submit to now, when they say they want some compulsory rating in order to safeguard themselves?—Are you speaking of making this compulsory—of making it illegal for men to ship without a certificate?

1409. We can leave that out. Do not you regard a continuous discharge system as a counterpoise, and an alternative to a compulsory rating Bill?—No. I do not think it does unless you make it compulsory, and then that would be strongly objected to.

1410. You can always make it compulsory by adopting it. You have the effect of compulsion by unanimously taking it up?—If you do away with the single voyage form and put this continuous form in its place, I have nothing more to say. I have no objection to make if

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1411. Of course, this proposal that it should be illegal to ship men without a discharge, has never been suggested from here?—Yes. In this proposal that was distributed.

1412. That it should be illegal to ship men?—Yes.

1414. (*Mr. Howell.*) I think we may take it that you have not altered the opinion you expressed in 1886—you still think, theoretically, that the continuous certificate of discharge is preferable to the other?—Yes.

1415. It is only the possible results that may follow the introduction of such a system which you fear?—Yes.

1416. Were there not more than twenty-five or thirty

years ago general demands for a continuous certificate of discharge?—I do not know that.

1417. The Royal Commission on the Loss of Life at Sea recommended it. Mr. Gray, whom you quoted yourself, said it would be to the convenience of everybody concerned, except, perhaps, bad seamen, that the records of a man's service should be continuous. They were recommended by the manning Committee?—Yes.

1418. In those circumstances do not you think it would be advisable to make a serious effort to introduce a system of continuous discharges in order that it might be fairly tried?—I see no objection, provided that in the future it merely takes the place of the present system.

(*Chairman.*) We are much obliged to you for your evidence.

*Mr. J. H. Wilson, M.P.*

Mr. J. H. Wilson, M.P., called ; and Examined.

1419. (*Chairman.*) You have been kind enough to come and give us your views on the subject of the forms of discharge for seamen, and, of course, with your knowledge of seamen you are in a position to speak with authority upon a subject of that kind. Are you satisfied with the present system?—No, my Lord. I think that the present form of discharge is of no use whatever. It is no guide to masters to give them any idea as to the ability of the men or the conduct of the men, and it is most unsatisfactory to the seamen themselves.

1420. Why unsatisfactory to them?—It is unsatisfactory to seamen for this reason: that very often incompetent men—in fact, men who have never been at sea before—are engaged as able seamen, firemen, cooks, and stewards, and at the end of the voyage these men get the same rating as men who have been years at sea. They get these certificates of discharge marked "V.G." for conduct and "V.G." for ability, and, although these men have not been able to do their work as qualified seamen or firemen, or cooks or stewards during the voyage, yet they get this discharge, and then they enter into the labour market to compete with men who are competent to do the work. So from that point of view it is very unsatisfactory to the seamen. I have a statement here from one man which will show you what is an everyday occurrence. He is a man named Henry Hessler. He says: "I have never been at sea before, and I was shipped on the steamer — at Baltimore on the 30th of the fifth month, 1899. I was accosted by a boarding-house runner, who asked me if I would go in the ship as a fireman. I said, 'I have never been at sea before.' He said 'That don't matter. You'll do.'" And, of course, he was engaged as fireman, and thirty dollars in advance was paid for him by the captain, of which the man got something like five dollars in the way of clothes, and a dollar in cash. And at the end of the voyage he gets a "V.G." discharge as a fireman for ability. Now, I suppose, that man will be signing on board other ships as a fireman, and yet not at all competent to do his work. That is only a sample.

1421. It does not at all follow. He may have been stoking all that time?—But he says not.

1422. He says he went to sea as a fireman?—He says, "I have not been at sea before." The other man says, "That does not matter. You will do." It might quite possibly happen that he may have been stoking on shore, but I do not think it at all probable.

1423. Would he not call himself an engineer if he had gone to sea in a skilled capacity to look after an engine and not to stoke?—No.

1424. (*Chairman.*) What do you think he would do on board this ship?—There is a great deal of skill required in stoking, because if, say, 190 pounds of steam has to be maintained, a skilled man will maintain that steam—not quite easily, it depends on the kind of ship she is—but an unskilled man would not be able to maintain 130 pounds of steam. The result is that the engineers would have to put that man to trimming coal in the bunkers. Anybody can do that provided they are not seasick. A man who is strong and not seasick can do trimming—shovelling coal along the bunkers. But if he is not able to do as a fireman, that man would be put to trimming, and the other men instead of doing four hours at the fires and eight hours off would have to do six hours watch. They would have to do this man's share of the work, and then that leads to grumbling and fighting.

1425. Is it not quite possible for a man to go to sea in the engine-room department without having ever been

at sea before, and yet earn a "V.G." certificate?—No, and do his work.

1426. You think that it is absolutely impossible for a man to go to sea in any circumstances whatever, unless he has had a previous training at sea, and earn a "V.G." certificate?—That is perhaps carrying it a little too far, because you might have a man employed in a ship yard or boiler shop, fitting in boilers and engines. Such a man would be employed in getting up steam for trial trips, and without any sea experience that man would make some kind of shape when he got to sea if not seasick. If you take a "green" man who knows nothing about the business whatever, and put him into the engine-room or stoke-hole without any previous sea experience, I say it is impossible for that man to do his work.

1427. Supposing you shipped what you call a "greenhorn"—a man who knew nothing about his business at all—and placed him on board your ship and put him to doing certain work, at the end of the voyage, if the man had behaved himself perfectly well and had done the work you told him to do perfectly well, what other discharge could you give him than a "V.G."?—My Lord, you might give the man with every confidence a discharge marked "V.G." for conduct. The man might have been a perfectly civil man.

1428. But if he has been merely put to polishing up brass work down in the engine-room or cleaning steps, or anything of that sort, and has done it perfectly well, you cannot do less than give him a "V.G."?—We are dealing with the stoke-hole department. How are you going to give a man a certificate that he has served on board your ship as a fireman when he has only been polishing brass work or trimming coals? How are you going to rate him as a fireman?

1429. (*Mr. Howell.*) You mean, I think, that if a man, a "greenhorn," goes into the engine-room department he might begin at the bottom as a trimmer—that he is entitled to a "V.G." discharge as a trimmer, but not as a fireman?—That is so. The same thing applies to a man who is a cook. It is an every day occurrence for men to be engaged as cooks who have never had one day's experience in that capacity. I know a case where a man was a butcher. He became a bankrupt. He had a friend who was a managing owner, and who, to get him out of reach, got him on board a ship as cook. Unfortunately I had to suffer from this man's ineffective cooking, and I know something about it. Many men like that have been shipped as cooks, and the result of it is this, that they cannot do the work. The men are continually grumbling, and it leads to insubordination and mutiny, and very often to imprisonment for some of the men. If there was a proper system of discharges or certificates—whatever you have a mind to call it—it would not be possible for men to be shipped under such conditions.

1430. (*Chairman.*) It does not seem to me that the grievance which Mr. Wilson has got in his mind, although it may be incidental to the granting of "V.G." discharges, really arises from that. Because you would still have to go on giving men certificates and discharges under any system, and it would be very difficult, would it not, to interfere with the freedom of a skipper to give what form of discharge he thought right?—You asked me, I think, my Lord, at the commencement what objections we had to the present form of discharge. Well, my answer is that the present form of discharge simply is no guide whatever. Therefore, we say that it is a form of discharge that ought to be done away with, and something else substituted in its place.

1431. It entails misapprehension?—Yes.

1432. When you talk about doing away with this form, do you mean to say that what this form sets out does not satisfy you?—Well, it may be necessary to have some kind of discharge to say that a man was engaged on a ship on a certain date, and was discharged on a certain date. That might be all right, and as far as rating is concerned that would be correct too. But I do object to a man being put down as a cook, or steward, or sailor, or fireman who has not qualified to fill those positions. It is not a correct representation of what a man really is.

1433. Yes; but that has to do with another subject, has it not. I mean that has really nothing to do with discharges, that has really to do with engagements?—Yes. But would you not think, my Lord, that it would be a wrong thing in discharging a man to describe him as a cook if he was not a cook?

1434. I am bound to say it does not seem to me altogether right. I quite agree. But still the fault is that you take him to sea as a cook?—But he has been passed on to me as a cook. You have nothing whatever to safeguard you against that. I think it is like giving a man a false character. Your cook has left, and someone applies to you for his character, and you say: "This is a very excellent cook, and I can highly recommend him." The next party engages him, and finds that he is not a cook at all, and that he has not a good character.

1435. I quite see your point. I perfectly agree. Now, you also say you know cases where good men have bad discharges?—Yes. Our experience with regard to that is this, that the men who have been guilty of insubordination and drunkenness on board ship very seldom get bad discharges. Especially drunken men who have continually broken their leave in foreign ports, gone ashore and got drunk, and been away from their ships two or three days fighting. Such a man really does not get bad discharges, because the captain says: "Well, I have done with him. I am not going to bother about him." And he makes the discharges all out alike—gives them "V.G.'s," and so on. And we find—I want to emphasise this point—that that applies to foreigners in the same degree that it does to Britishers. There are as many foreigners, as a matter of fact, who get drunk, and make trouble on board ship as Britishers; but most of these bad discharges I have found in years of experience are given to men off whom, when they are being discharged from the ship, the captain wants to take a day's pay. Or something may have occurred on board ship where a man thought he was being imposed upon, so refused to do something. These men generally get the bad discharges. I have the case of the *Hestfield*. These men signed on in London and were paid off in London, and the captain wanted to stop five days' pay off the men. He was entirely in the wrong, and the shipping master at Tower Hill, who heard the case, decided in the men's favour, and saw that the men were right. When the captain found that legal proceedings were going to be taken against him, he consented to pay the five days' pay; but in revenge—and these men were all foreigners—he declined to report for character and for ability.

1436. (*Mr. Howell.*) He declined to report as to their character and ability?—Yes. We have many cases like that.

1437. (*Chairman.*) Why did not these men refuse to have this character?—Because they did not understand that they could refuse. We know, as a matter of fact, that a seaman can refuse to have that entered on his discharge, but I venture to say that there are not over three men in the whole mercantile marine in our department, stokers, sailors, and firemen,—I don't know what the captains may know—who are aware that they can refuse to have their character entered on their discharge. It is only recently that I became aware of that fact, and if anybody had known that I should have had an opportunity of knowing it. The men were not aware of the fact that they could refuse.

1438. Of course, it would get over some of the difficulty if they did know?—It would remove one serious objection, but then it would come back to this point, that the men who had "V.G." discharges would, in all probability, get a preference in employment over those who had not.

1439. But, I don't see how you are going to get over the difficulty by any change in the system of discharge, because it seems to me the evil of many of these discharges is that the master is not telling the truth, and

that, for reasons of personal spite or something of that sort, he may give a man a discharge inferior to what he deserves. I don't see how you can help cases of that kind occurring occasionally?—You could get over it by doing away entirely with the granting of characters.

1440. Having no record of character at all?—Quite so, none. The idea and the contention of many people is that the fact of giving a captain the right to give a seaman a character for conduct or ability assists the captain to maintain discipline aboard a ship, but my view is that it is no assistance whatever, because when men get bad discharges I have seen them more than once roll them up and throw them at the captain in the Mercantile Marine Office. Very often they tear them, and then ship on their previous discharge, which may have been a good one, so that the giving of these certificates or the withholding of them does not at all assist the captain in maintaining discipline. I admit that discipline is at present very lax on many ships, and not what it ought to be. Discipline is indeed far from what it should be on board ships. That brings us to the question as to what is the best means of giving the captain the necessary powers. Our view is that if a seaman has committed an offence on board a ship he ought to be punished for it, but the captain should not be the judge and jury and executioner. If a man has committed an offence he should be tried before a proper tribunal, and if found guilty he ought to receive punishment. What we recommend as a better way of punishing the men who offend, better than sending them to goal or inflicting fines, would be to suspend their certificates for a certain length of time.

1441. But that is rather going into another subject. Would you object to sailors in the matter of character being placed entirely upon all fours with people employed ashore. Do you, for instance, see any difference between the case of a seaman who is discharged by his employers and that of a workman who is discharged by an employer on shore, or between the case of a cook discharged from a ship and a cook discharged from domestic service on shore?—My experience of shore workmen is this, that there is not one in fifty who gets any certificate of character at all on quitting his employment. If you take the case of men employed in factories, mines, workshops and shipyards, there is not a single one of these men ever gets a character. Indeed that is a thing they have always been against; I mean, what they call the character note system. Working men on shore have always fought bitterly against it. In fact, some big strikes have taken place in consequence of attempts by employers on shore to adopt that system.

1442. I can understand that you would think it undesirable both on shore and afloat that there should be a compulsory record of character; but in the case of a factory when a man happens to be a good workman and to be ambitious and anxious to show a good record of his character, should you make it illegal for that man to go to his employer when he is leaving, and say, "Will you please give me a letter of recommendation." Surely you would not prohibit that, and make it illegal?—Certainly not.

1443. In like manner, do you see any reason why a seaman should not go to the master when he is discharged, and say "I hope I have satisfied you, and that you will give me a mark of good conduct"?—Not if you confine it strictly to that. If you do away with any idea of a compulsory certificate of conduct system, and if a seaman, when he is discharged, chooses to go to the captain, and say, "I hope I have given every satisfaction, and if so I should be obliged for a letter of recommendation," I would not object to that in the least. On the contrary, it might be a good thing, but I do object to any law saying that a seaman must have a record of character, which is a different thing altogether, unless you go a step further and say that when a captain improperly gives a seaman a bad discharge the seaman should be in the position of being able to bring the captain before a court to state the reasons why he gave the man a bad character.

1444. In order to illustrate what I mean, let us suppose that under the system of discharge certificates there were no discs to be filled up, and that all we did was merely to have a record of service; would you object to a seaman going to the captain at the end of the voyage and saying, "I hope I have done well, and as you have to give me a certificate of discharge, would you kindly put on the back of it what you think of me?—I would not object to that, only I know it

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1445. They might have stamps, but I suppose you would have no objection to the captain, in a purely voluntary way, consenting to write down what was his opinion of the man?—I would not object to that, and I don't think anyone else would.

1446. Of course, that is nominally the state of the law now, but I don't think it is quite fair to quote that as the law, as we have issued discharge certificates with discs upon them?—As I understand, our object is to endeavour, if possible, to make things better on board ship.

1447. That being so, perhaps you would not object to a system of voluntary certificates of character. Am I not right in thinking that what would happen if that were carried out would be this, that the good men would go to the masters, and get them to endorse their certificates of discharge with their character, whereas the bad man would not do so?—About ten per cent. of the men would do that, and they would do it for the reason that they wanted to pass the Board of Trade and to get certificates. Such records of conduct would be useful to them in passing the Board of Trade.

1448. (*Captain Chalmers.*) It must be a written testimonial for the Board of Trade examination, whereas these would be stamped endorsements?—They would get a recommendation in some form which would amount to about the same thing.

1449. (*Chairman.*) They would probably get both?—The bulk of the men would not bother at all about it. I have known more than one case where young men have been anxious to pass the Board of Trade examination, and where the captain has been aware of that, but something amiss has taken place during the voyage, and at the end of the voyage when the men have applied for a recommendation, he has absolutely refused, knowing full well that in doing so he was doing the men a bad turn. Not that there had been any material fault on their part, but perhaps they had refused to do something for him, and he was determined to pay them out for it, so that system is often used in a manner not satisfactory.

1450. In the précis of your intended evidence there is a reference made to "field days." What is a field day?—A field day is a day on which men have to do additional work at the expense of their own proper period of rest. Suppose a fireman has been on his watch from eight o'clock in the morning until twelve, and after he has had his dinner he is ordered to go down into the engine-room to wash paintwork or other kinds of labour when he ought to be at rest, that is what is called a field day. It is the same with a sailor; he may be ordered on deck instead of getting the usual period of rest. This sort of thing leads to a great deal of dissension, and often to a refusal of duty. There was one case recently tried in London, the case of the "Star of Victoria." The men had been two voyages in the vessel, and had good discharges, but in the third voyage they were ordered on field day duty. They had done two, but the third time they refused, and the result was that the captain entered the offence, for he called it an offence, viz., refusing duty. They were logged, and when the men presented themselves for their wages, the captain refused to pay. The following day they were served with a summons for unlawfully refusing to obey the lawful commands of the captain. They were brought up before the magistrate at West Ham. We defended the men, with the result that the magistrate dismissed the summons, and compelled the captain to pay the men compensation; but then all magistrates do not take that view. Some men have been convicted for refusing to do that sort of extra work, and have been sent to various terms of imprisonment. The Manning Committee strongly recommended that field days should be abolished altogether as they were a source of trouble, and sometimes of mutiny.

1451. Is it necessary that there should be what are called field days on every ship?—It is not necessary at all except that many ships have not got sufficient men, and in order to get through the work they resort to this practice of calling men up to do extra work when they ought to be resting. Well-manned ships, such as the liners, have not that sort of thing at all. It is in the tramp steamers, where they have only a handful of men to do the work, that they take advantage of the men in that way.

1452. In the précis of your evidence I see it stated that "Our objections to the proposed continuous discharge are as follows, viz.: We believe that no continuous discharge

or seaman's certificate will be of any real service to either owners, officers, or seamen, unless such discharge certificate is made compulsory for all seamen to produce when engaging on British vessels or ports in the United Kingdom, and ports on the Continent between the Elbe and Brest." What do you mean by "the proposed continuous discharge"?—I understood from the reply which the President of the Board of Trade gave to questions in Parliament, and during discussion, that he proposed that there should be a continuous discharge, and also the ordinary discharge as well, so that if seamen objected to have the continuous form they could still have the old one. We say that no form of continuous discharge will be satisfactory unless it is compulsory upon all seamen to carry them.

1453. I have not a copy here of Mr. Ritchie's answers on which you have founded that opinion, but Mr. Ritchie has asked us to inquire into this question, and I should doubt whether he meant to pledge himself to any particular form. However, passing over that, I should like to ask you one or two questions about the opinion that seamen should always produce their certificates. Do you suggest that anybody should be engaged unless he can produce his book?—We have advocated parchment certificates similar to what the officers have. I now produce a copy of the old style of certificate which was issued in 1854.

(*Mr. Howell.*) That is what was called a register ticket.

1454. (*Chairman.*) You think that unless men produce their certificates in the continuous form they should not be engaged?—I should prefer that a certificate should be granted to a man only after he had proved that he was qualified to hold it.

1455. That deals with the question of rating, which is outside the cognisance of this Committee, but apart from that do you think that no man should be engaged before the Superintendent of Mercantile Marine unless he can produce his continuous discharge?—Yes.

1456. That is your view?—It is.

1457. How do you get over the difficulty of pier jumpers and substitutes?—As a rule they have their certificates.

1458. But about their books?—The pier-head jumper is an unknown quantity. You may get a fairly good man or a very inferior one, but the majority of the men who are what are called pier-head jumpers are men who have been discharged from a ship, say, to-day and get drunk and lose all their money, and the same night, before they have paid anything for their keep, the boarding-house master advances them some money, and they are compelled to go to what is called a hard-up boarding house. The keepers of these places live on that sort of men, and will only take them. They take them on the understanding that the men have to go to the pier-head every time, and if there is a ship requiring a hand the man has to go. Even if he has been only an hour or two in the house, the boarding house keeper retains the advance of £2 odd, or whatever it may be which is given to the seaman on joining, but if the seaman has been two or three weeks in the boarding house it is all the same, as there is no regular settling up. Many of the men shipped in that way have plenty of good discharges, but if proper seamen cannot be got, then the captain may pick up a man who has never been to sea before.

1459. You think that the pier-head jumpers would always have their discharge books in their pockets?—Yes, with the exception of men who have never been to sea before.

1460. How would you deal with the case of men who have not their books in their pocket and those who have never been to sea before?—If captains were compelled to insist upon all the men in the ship having books they would naturally take the necessary precautions to see that that condition was fulfilled, but knowing as they do know under present conditions that they can ship any kind of men they naturally don't bother themselves. We have had companies such as the Anglo-American Oil Company which we have supplied with men for years. When the ships are about to sail our secretary is bound to have men down at the docks or at the port ready if necessary as substitutes. The shippers allow us 2s. 6d. for that, and the men who are not engaged get the 2s. 6d. We always have men, and it is the same in Liverpool, where some firms contract with boarding-house keepers who undertake to have men in readiness.

1461. How about the men who have not been to sea before?—If a man has not been at sea before the captain should not be allowed to ship him, and then the boarding-house master would not take that class of men. At

present boarding-house keepers often prefer a man who has never been to sea before because they have a chance of making more out of his advance notes.

1462. Why should a man not be allowed to ship if he has never been at sea before, especially if he is perfectly honest in admitting the fact?—Consider what a hardship that would inflict on the other men.

1463. Everybody has got to begin some time?—Quite so, but let them begin at the right place. Let them begin as boys; if they are going to qualify as firemen, let them begin as trimmers. If they are going to be cooks, let them begin as assistant cooks, but not impose on other men a hardship on account of their inexperience. We don't object to men beginning. It is a very serious thing indeed how ships are under-manned or manned with men incompetent to do their work. Where there is a large crew of thirty or forty sailors, things may get along even if there are ten or twelve who are not very capable, but when the crew is reduced to six, and two perhaps are taken off for extra work, it is very necessary that the three or four men remaining should all be fully qualified.

1464. But with the exception of pier-head jumpers engaged at the last moment as substitutes, which must always be rather a haphazard system, is it not rather the fault of the master if a ship goes to sea with half of the crew incompetent. If he chooses to make proper inquiries into what the men have done before, cannot he always safeguard himself?—No, it is absolutely impossible. No man could do it, and I will tell you why. It is different if a ship is lying in port for a week or so, for then there is time to examine the papers and see the men who go down applying for berths; but take the case of a ship arriving, say, in the early morning, which has to pay off her crew between eight and twelve o'clock and then sign on another crew the same afternoon. At Milldam, South Shields, there are generally between five and six hundred men, from among whom the chief mate collects the sailors whilst the engineers select the firemen. The moment it is known that men are wanted they crowd round the officers, and the strongest man generally gets to the front first. The officer must get somewhat excited with the crushing, and cannot very well judge as to what the men are like or closely examine their credentials, so that under such circumstances he often does not get the best selection of men. You cannot blame the captain or mate for that, for it is due to circumstances over which they have no control.

1465. Has a captain no means of arranging through an agency at that particular place for a certain number of men to be selected for him beforehand?—The captain has many other duties to perform. When his ship arrives in port he has to enter it at the Customs, and has a thousand-and-one things to attend to, which makes it impossible for him to attend to the engaging of a crew. I am speaking now of such ships as call in the Tyne for bunker coal. The captain may go to the federation office, but that takes some time, and very often he does not find the best selection of men there, and it is not always possible to wire as to when he can bring his ship into port from the Baltic with timber or from Hamburg with sugar.

1466. I should have thought it would have been possible to keep men ready waiting, so that the captain who first comes should have the first selection?—But who is to have the selection ready?

1467. Is there no means by which arrangements could be made for some agency to do that?—We have an agency, and would be only too delighted to provide ships with all the crews they want and see them on board, but the owners would not agree to that.

1468. I should have thought all the master wanted was a selection of good men to choose from?—We could do all that for him the same as we do it for the Anglo-American Oil Company.

1469. Is it against the law that such a thing should be done?—We have offered to supply ships with men, and to give an indemnity if they are not on board, but the owners won't take that, as they say that would too greatly strengthen the hands of the Union.

1470-1. (Chairman.) If a system of continuous discharges were adopted, would it not make it easier for captains to make a good selection if the discharges were in book form?—Decidedly, if you were to make it compulsory that every man should have one of these books.

1472. Where does the compulsion come in?—For instance, the crimp who takes the pier-head jumper would

not take such men without continuous discharge books, if he knew he could not ship them without the books. He knows now that he can ship any man equally well, or almost equally well, with or without a book, and therefore he does not go to the best men, but often to the worst. Another point is that the use of continuous discharge books would prevent a lot of men failing to join their ships, and that would lessen the necessity for pier-head jumpers.

1473-4. It is not a question of making the book compulsory, but of making the shipping compulsory. I am not contemplating having two sorts of discharges, the single sheet system and the book system. I am contemplating a system which only recognises the book. I do not pledge myself to that, but that is the basis of my argument, and what I want to know is where the advantage from your point of view comes in of making it compulsory that no man shall ship as a sailor unless he can produce a book?—If a man has a book and engages in a port of the United Kingdom and goes to America, he may desert there; that man might ship in another English vessel or in an American ship, and in the course of time he comes back to the United Kingdom. If he has got no book he will not apply to the Board of Trade, where he would be returned as a deserter, and in the course of one year you might have 14,000 in that position. That is about the number of desertions abroad, and in about two years you might have nearly 30,000 who had no books.

1475. Is not that assuming a great deal too much?—Well, in a short time the book might get entirely out of use.

1476. That is assuming that the master prefers to take a man without a book to one who has a book. Take the case you have mentioned of a man who deserts in the United States: even supposing he gets another ship back to England, he has either to trump up a story that he has lost his book, and presumably Mr. Clark Hall would take means to prevent deceit by such a story, or if the man is not successful in getting a new book he has to present himself at the shipping office and ask to be taken on without any guarantee at all for his past behaviour. It lies with the master himself to say whether he will ship a man with a strong presumption against him?—If the production of the book was not compulsory on engagement the book would soon go out of use.

1477. Do you anticipate such a shortage of sailors that a master will be obliged to take men without books if he wants to get his ship to sea at all?—That is so, and the other men, finding captains thus obliged to take sailors with or without books, would put aside their books, and you would be in a worse position than now. My remedy is that if you were to make it compulsory, and a man deserted in the United States, but got back to England, he would find that he could not get a ship without a book. He would then have to apply to the Registrar-General; but unless it is made compulsory the whole thing will end in a fizzle in no time.

1478. Of course, a large part of the success of any scheme must depend upon the co-operation of the masters and mates in its working?—If you make it impossible for any man to sign on without having a book, the whole of the men now employed will have books.

1479. The men who had failed to join would not have books, and if there were anything like 14,000 of them or of deserters in a year, the skipper wishing to sign on a crew might find himself confronted with a lot of men who had not books, and the ship might have to be delayed until a new supply of books was got ready?—Supposing a man has gone to the United States and returned after five weeks or so, if he has deserted he can have another book by paying for it.

1480. Do you suggest that when a man deserts he should have a book when he comes back?—Yes, certainly; but I am not going to suggest that there should not be some punishment inflicted which would be a deterrent to prevent others deserting.

1481. I am inclined to think that if a man is lax enough to desert he does not care much about his character, good or bad, but has determined to take his chance of getting a ship?—Many cases are put down as desertions which are not desertions. A seaman may go ashore and get drunk before the ship leaves; he does not get back on board in time, and leaves perhaps from about £10 to £20 due to him in wages and his clothes also. That may be recorded as a desertion, but it is not so as a matter of fact. These are simply cases where fellows have got drunk and lost their ships, and there is a large number

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of cases of that kind. Before a certificate is granted to a man there should be satisfactory evidence that he knows our language so as to understand the ship's orders, and that he is a seaman of the rating he professes.

1482. That is outside our reference. You would not suggest, would you, that these discharges should be refused to a man unless he passes an examination in the English language?—Certainly.

1483. But suppose he has already served on board ship?—Oh, no; in all parts of the United Kingdom there is a class of boarding-house masters who make it their business to go down to foreign ships and persuade young foreigners to desert, perhaps young fellows who may be employed as boys or as ordinary seamen—perhaps they may be Swedes or Norwegians or Germans. These crimps go on board, and the crimp may be a fellow countryman of the foreign sailor, able to talk to him in his own language. The crimp asks the man how much he earns, and it may be a small wage. The crimp tells him that is very little for a big fellow like him, and that if he comes ashore he will get him an engagement on board an English ship at £4 or £4 10s. a month, that being a very material increase. If the young man is persuaded to leave his ship, the crimp gets him shipped in an English vessel; the seaman may know scarcely a word of our language, and may be, moreover, an inferior sailor. If it were compulsory that such men, before being shipped as able seamen, should have a continuous discharge book and proof of rating, that would strike a blow at the crimping and desertion from foreign ships in English ports, of which so much goes on.

1484. I thought you meant that at the end of the voyage, when a foreigner had been serving on a British ship, the master should not be allowed to give him a discharge unless he passed an examination in English, whereas, if the man had been a voyage in that ship, and had done his work, that would be a presumption that he knew enough English to understand the orders?—That is not so. Before a foreigner is allowed on an English ship at an English port he ought to be able to prove that he understands the English language.

1485. (Mr. Howell.) Do you mean that before he is allowed to engage he should prove his knowledge of English?—Some knowledge.

1486. But surely you would not put any obstacle in the way of his being discharged?—No; in the case of a foreigner, I would give him an ordinary discharge, stating that he was engaged in a foreign port for a British ship, and that he was discharged on a certain date. I would give him an ordinary discharge, but not a continuous discharge book, so that he would not be put upon an equality with fully-qualified British sailors on our ships.

1487. I see you say in the précis of your evidence, "We are further of opinion that if a continuous form of discharge is adopted no entries should be made in such discharges for character or ability." You have explained that that is in order to prevent a master giving a wrong or unjust character?—That is so.

1488. You stated that you would not object to a man voluntarily going to the master and getting a record of his character or ability endorsed on the back of his discharge?—Yes, but I would like to add that if the Board of Trade adopt the idea of having any record of character or conduct or ability inserted in a continuous discharge, seamen who feel aggrieved should have a right of appeal to some competent court.

1489. That might be a question to consider if a character certificate were made compulsory, but I don't suggest that. I am merely suggesting a voluntary method, and, of course, the remedy in that case would be to refuse to have the certificate of discharge marked with any record of character at all. Of course you don't suggest that a court of appeal should be provided under the voluntary system?—Oh no.

1490. I see you further say, "We believe that the time has arrived when men who have committed offences on board ship, or have been charged with acts of insubordination, should be tried before a competent tribunal." What do you suggest as a competent tribunal?—I suggest that a sort of Marine Court might be established, composed of shipowners, captains, engineers, and seamen, and that not less than three of these marine J.P.'s, or whatever they may be called, should attend each day, if necessary, at the Mercantile Marine office to hear any cases which may require trial. It has been suggested more than once that the Marine Superintendents should have magisterial power to try such cases, and

pass judgment upon them, but we don't believe in that; our reason is that the Mercantile Marine Offices are now very largely under the control of the local marine board, which is largely composed of shipowners. We therefore suggest that a sort of Marine Court should be established; it would not do to suggest that the ordinary police court should be depended upon, on account of the difficulty and delay and trouble in applying for summonses and getting them heard; this might often be a cause of serious detention to a ship which may arrive in port one day and be ready for sea the next. We therefore think you would require a special court to deal with such cases.

1491. Why?—I may quote the case of a vessel trading from London to New York; the captain during the passage missed some stores, somebody stole some whisky, but he said nothing to the seamen until they got to New York. They were to leave there on the Sunday, and on the previous Saturday night he called the men aft, and said, "I have lost so much whisky, and I am determined to make all of you pay for it. I am going to charge you 12s. 6d. per man." There was a revolt at once among the men, who said, "You don't know whether we are guilty or not. Find the guilty man and punish him; but you are not going to punish us all for an offence we have not committed." On the Sunday morning, when the ship had to leave, the whole 24 men went ashore. No doubt the captain anticipated this trouble, for he had another crew ready and left with them. His former crew could not see the Consul on Sunday, but they reported themselves to the Consul on Monday, and he sent them home. The captain had no right to leave his men there. When the men arrived home we sued the captain for their wages and for damages, and it cost that captain some four or five hundred pounds. When the magistrate decided against him, he deliberately went from the magistrate's court down to the shipping office and gave every man a discharge marked "deserted in New York," and declining to report. This was, of course, a very wrong thing to do.

1492. (Captain Chalmers.) The men got their money?—Yes.

1493. (Chairman.) Then that shows that under the present system there are safeguards against wrongful action on the part of the master?—Yes, against stopping wages we are always safe. We can always in such a case sue, and we do.

1494. Do you propose to set up an elaborate jurisdiction of marine justices of the peace to attend every day at the shipping office merely to deal with cases where no wages have been stopped and no fine inflicted?—I can assure you I am not at all anxious about these courts or for marine justices of the peace, but it is the shipping people who say that they have no power of maintaining discipline on board a ship and no sufficient control over their men. Some of them even go so far as to say that they should have the right to inflict personal punishment on the men; to knock a man down or ill-use him. Others think that there ought to be a rough and ready sort of justice meted out to sailors, that if a captain enters an offence in the log book they should simply go before a magistrate, who should have power to decide the matter without any appeal.

1495. Then you advocate these marine courts on behalf of what you call the shipping people?—Yes, I am advocating them as a substitute for what they require.

1496. (Captain Chalmers.) To strengthen the discipline?—Yes, that is so. The captain usually feels that he can depend upon his officers, who are looking forward to promotion. If a mate or a second mate refused to endorse a captain's entry in the log book, that would mean the end of his career, so far as that company or firm was concerned. I have known cases where mates have lost their employment in that way.

1497. (Chairman.) Do you mean that if a seaman was accused of being drunk, and the officers did not think he was, and did not believe it, that they would nevertheless agree to sign the log?—I can give you a worse case.

1498. I am not speaking of one case. Do you mean that that would happen often, or as a rule?—It might happen often. I don't mean that there are many cases where captains say men are drunk when they are not drunk, but I know that there are often alleged offences entered in the log book which are not really offences, and which are yet witnessed by officers.

1499. (Mr. Howell.) You suggest that the mates would be rather disposed to agree with their superior officers?—

Yes, but as a matter of fact, I may repeat that I don't think there are many cases where a man is falsely charged with being drunk.

1500. (*Chairman.*) I understand you don't set much store by these marine courts?—No, but I do think that if you are going to make an alteration at all, and want to prevent desertion and insubordination on board ship, of which there is more than enough, then you must set up some machinery to do it. I would prefer the ordinary magistrate's court, but for the difficulty arising from the time it would take before a summons would be granted and the case tried, therefore, if any change in that respect is made it should be by some kind of court on the spot that could deal with a case at once.

1501. I don't know why there should be any change at all in that respect, because the present system is perfectly adequate. You have quoted cases to us in which men who were aggrieved obtained redress, and you have said more than once that there are not many cases in which men are falsely alleged to be drunk. When these facts are taken into account there is not very much left, is there?—That refers only to our side, but from the other point of view there are hundreds of cases where men commit offences and are not prosecuted because of the want of time to do it, because the vessel has to sail so soon; offenders are thus allowed to go free because the captain has not time to take proceedings against them.

1502. (*Mr. Clark Hall.*) You spoke of the number of desertions as about 14,000 a year, and you said there might be double that at the end of two years, but these are desertions, not deserters. A vessel may make many voyages in a year, and each voyage may have its quota of desertions; should not the number of desertions be divided by the number of voyages, in order to arrive at the number of deserters?—I don't think that. If these were desertions in ports of the United Kingdom that might be so, but seeing it is principally abroad that men desert you can rely on at least 10,000 of these cases being actual desertions.

1503. By different men?—Yes.

1504. Would you double that next year? I suppose good men don't desert at all, although bad men may desert frequently?—I believe good men often get out of ships as well as bad. It depends a good deal upon the ship, and not altogether upon the man.

1505. You are suggesting a very large proportion of deserters?—Many of the desertions are really not due to any fault on the part of the men. If a man is on a very uncomfortable ship he may well want to get out of it.

1506. The present form of discharge contains columns or discs for "G.," "V.G.," or "decline to report." What distinction do you draw between "G." and "V. G."?—"G." is always classed as a bad discharge. A seaman has just about as good a chance of getting a ship with a "decline to report" on his certificate as if he were discharged with a "G."

1507. But some lines use only the "G." Does that tell against their men?—These men confine themselves usually to their own line. I know that several lines don't give anything else but "G.," and, of course, the "G." in those cases is as good as the "V. G." in some other ships.

1508. But if one of their seamen go to another line, or to another firm, does the "G." tell against him?—It may do, unless the captain or engineers happen to know the system under which the man has previously worked, otherwise the "G." would tell against him very much.

1509. (*Captain Chalmers.*) Do I understand that you approve of these continuous discharges being in book form?—Yes. I have always had a preference for the separate certificates, but if a change is to be made I think the certificates should be in book form, like what the Naval Reserve men have, with the name of the ship and of the man, the date he joined, the date of his discharge, etc.

1510. And with the back of the certificate blank, so that the seaman could have it filled up in accordance with the option already given to him, under the Merchant Shipping Act, of having his character endorsed on his certificate?—I would rather dispense, if possible, with any character being put on the back at all. If a seaman wants a reference he should apply to the captain, or have a separate one in writing.

1511. Do you advocate the taking away of the choice which the seamen now have, and the making it compulsory that if a man wants a character he must have it on a separate form?—I would rather leave it voluntary.

1512. The present position is that when a man is discharged he can tell the captain whether he will have the report of his character endorsed upon the back of his discharge or written out on a separate sheet, but apparently you want to alter that, so that the option would be taken away from him—I mean the option of having his character endorsed?—I don't want to see it on his certificate at all.

1513. Then you want that option to be taken away from him?—Yes.

1514. And to make it compulsory that if he wants a character he must have it on a separate form?—Yes; I am willing to accept that, although I think that any record of character is of little use.

1515. If you are not in favour of records of character, does not the present position of things commend itself to you, namely, that it is absolutely in the seaman's power to take or refuse a character just as he likes. Why do you want that altered?—I have advocated all through that no man should be engaged unless he has got a certificate; upon that the present Government have said, "We are considering the question of a continuous discharge," and I say if you adopt anything of that sort, make it compulsory, but without any entry for character or conduct. If you make a continuous discharge compulsory it would itself become almost tantamount to a character certificate. There would be no substantial difference between the two.

1516. You advise that the book form should be the only form approved by the Board of Trade?—That is so.

1517. I suppose you understand that the law does not insist upon provision for a record of character being necessarily made, but simply that the seaman shall have an option of having a report of his character, either separately or endorsed upon his certificate?—If that is the state of the law I think that, in a short time, the majority of seamen would not bother to have any character inserted, except, perhaps, men who wanted to pass the Board of Trade examination. The majority of other men would not apply for a character.

1518. Would you favour the idea of leaving the back of the certificate blank, so that the seaman at his own option could have it filled up with some record of his character if he desired it?—Yes, I should be quite satisfied with that.

1519. Do you think that if masters got into the practice, as they might do by instruction from their owners, to compel men, when offering for engagement, to produce their book, that that would be just as good as if it were made compulsory by legislation?—No, I don't think so.

1520. Why not?—It would not work at all. In a short time there would be no attention paid to it.

1521. Would your opinion be changed by the fact that we have had evidence both from owners and masters that they would be only too glad to put such a system into force?—Not a bit. The Federation have been trying to force their book on the men for nine years, but comparatively few seamen have got it. Eighty or ninety per cent. of the officers may have it, but if you come down to the actual sailors, I am prepared to say that not ten per cent. have the Federation benefit book, which has been attempted to be forced upon them.

1522. Do you actually think that if a continuous book form came into force the masters would not bother their heads to ask for it?—They would, to some extent.

1523. Is it not now generally the practice amongst masters to ask for discharge certificates?—Yes.

1524. And is it not general for the master to take possession of the certificate, and keep it during the rest of the voyage?—Yes.

1525. Why should the same thing not be done, if the form were changed from a separate slip to a book?—If it is not made compulsory, I believe that in a short time a very large number of the men will be without books. They would not care for the books unless compelled, and when a man lost his book by desertion or some other cause, he might not apply for another, and in a short time the system might fall into disuse.

1526. (*Mr. Clark Hall.*) At the present moment, the seamen do appreciate the value of a discharge certificate; why should they not still more appreciate, or at least equally appreciate, the greater value of a continuous discharge?—I can get as many discharges as ever I want. I can get hundreds of discharges in no time. Men write in hundreds to the Registrar General's office in the

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*Mr. J. H. Wilson, M.P.*  
 13 July 1899. course of the year for them, and send up the necessary sixpence. The copy sent down is as good as the original, and I honestly believe many of the crimps make a regular trade of sending up to the Registrar General for these certificates.

1527. If it is so valued now in the present form, that men will pay fourpence for it, and take all the trouble to get it, would not the continuous discharge book be more valuable, and why should it fall into disuse?—I don't see that there would be much difference between that and the present system. I don't believe it would carry us one step further.

1528. If the Board of Trade approve of a continuous form, as the only official form, and if one of the conditions is that before it can become valid the date of engagement has to be entered in at the time of engagement, would not that make it compulsory?—It would to that extent. But how could the Board of Trade grant books to men who had never been to sea before? If a captain brought into the Mercantile Marine Office a man for whom he wanted a book as an able seaman, the official might decline, unless there was evidence that the man had been four years at sea. But in the case of a fireman the superintendent would have to accept that man as a fireman, whether he had been to sea before or not.

1529. It would be the master who would accept or reject him, because I suppose you understand that the superintendent is only a witness to the engagement, and that the engagement itself is perfectly free between master and man?—That is so.

1530. (*Mr. Howell.*) You say that the superintendent can decline to have a man signed on as an A.B. unless he can show four years' service at sea?—Yes.

1531. I ought to tell you we are advised that the superintendents have no such power, and that all they can do is to make a note against the entry that four years previous sea service has not been proved?—I think the Act is very clear upon that, and that the Board of Trade instruction went beyond the law.

1532. You hold that when a man cannot prove his four years the superintendent has no right to enter him on the articles?—Not as an A.B. I don't say he could not, in any other capacity.

1533. (*Captain Chalmers.*) If the book were produced at the time of engagement, and kept in the master's charge during the voyage, what do you say should be done with it in the event of the man deserting?—If my idea was adopted, that book should be returned to the Board of Trade.

1534. I am speaking about desertions not in the United Kingdom, but abroad?—In that case the book should be returned to the Consul, and if a man failed to join the captain would return it to the Consul at the first convenient port, unless the vessel was itself coming to the United Kingdom, in which case the book could be brought to the Mercantile Marine Office.

1535. If the seaman afterwards presented himself at the Consul's office he would be confronted with that book, and made to take it, although it would register desertion?—Quite so.

1536. If, however, the seaman came home in another ship and had not his book, he would have earned the

right to another book by the return voyage, but could be prevented by the Registrar General from getting one because his old book was still in existence. Would the fact that the old book contained a record of desertion not tell against the seaman?—I think not. When men are crowding round the officer who is engaging a crew he has not time to scan closely the discharge certificates which they show, especially as some of the Mercantile Marine officers don't write copper-plate, and it might often be difficult to trace entries of desertion, but if the officer had time to examine the papers and go through them deliberately an entry for desertion might tell against him.

1537. Is it not the fact generally in English ports that the mate has at least a day for engaging his crew?—In many cases, yes.

1538. And by searching the certificates he has the power and opportunity to protect himself against taking a man who is a constant deserter?—I don't think a mate would object because a man had always deserted, because when his attention was called to the fact, the man might say, "Oh, yes, but that was a very bad ship, a very hungry ship."

1539. If the captains and mates are so careless as not to take any further notice in such cases, what would be the advantage of a continuous record?—Personally I don't regard it as of very much use, but if we are to have a change I would prefer the continuous record to the present form of discharge, unless the latter be a simple plain certificate of service.

1540. (*Mr. Howell.*) I have carefully read over the summary of your proposed evidence, and most of the things you propose would, I think, involve fresh legislation?—That is so.

1541. Now I should like to get your opinion as to what we can do under the existing law, and whether that would, to any material extent, meet your views. It would require legislation to make a certificate compulsory in the sense that no man should be allowed to sign on without producing it. What we can do without legislation is to supersede the present sheet certificate by a continuous certificate of discharge, leaving the seamen clearly the option whether they will have any record of character at all, and if so whether they will have it endorsed upon that certificate or written upon a separate sheet?—That would undoubtedly be some relief to the seamen, but I would almost be disposed to advise the Board of Trade not to interfere with the matter until they have made up their mind to legislate upon it.

1542. You think that a continuous system might not be efficient without legislation?—It might do some good, but not much.

1543. From the point of view of the seamen, you think it scarcely worth while to disturb the existing state of things for the sake of so small a change?—Yes, and a great number of owners and captains agree with me.

1544. Every single witness before us, so far, has recommended a system of continuous discharges as decidedly preferable to the present system, but I understand you think it might be comparatively useless until we can do something more effective by means of legislation?—That is my opinion.

(*Chairman.*) We are obliged to you for your evidence.

## SEVENTH DAY.

Friday, 14th July, 1899.

PRESENT :

Mr. W. J. HOWELL (*presiding*).

Captain A. J. G. CHALMERS.

Mr. CLARK HALL.

Mr. HIPWOOD, *Secretary*.

Mr. J. E. FOLEY, called ; and Examined.

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1545. I believe you are the secretary of the Bootle and Liverpool branches of the National Sailors' and Firemen's Union?—Yes, sir.

1549. And you have had twenty years' experience in the engaging and discharging of seamen both in ports of the United Kingdom and in the principal ports of the world?—Yes.

1550. Now will you tell me what has been the nature of your own experience?—I have been a seaman and a petty officer, a quartermaster, a boatswain, a boatswain's mate.

1551. And when did you leave the sea?—About eighteen months ago, I think.

1552. Then you have had quite recent sea experience?—Oh, yes.

1553. And what has been your experience of the certificates of discharge now in use?—Well, I do not think much of them, sir, because I never could depend upon them getting me employment. These are the last certificates of mine (*handing in certificates*.)

1554. What period do these certificates cover?—Just a voyage.

1555. I mean what period of time, from the earliest to the latest?—I do not know whether it is five or six years.

1556. About five or six years?—Yes.

1557. Are these discharges all V.G.?—Yes, all.

1558. Is it your experience that masters do not look at these certificates when you apply for a ship?—They look at them, but very much as a matter of form. I have always had to depend on this sort of thing (*handing in written testimonials*) to get me employment, independent of those discharges.

1559. Your experience has been that you have had to depend rather on special testimonials than on certificates of discharge to get you employment?—Yes.

1560. Do masters usually ask you for special testimonials or do you tender them voluntarily?—They look for them. They are taken in preference to the discharges. Another thing is the Board of Trade require them for certificates, you know.

1561. Will you tell me what your objections generally are to the present system of discharges?—Well, it is not a true record, but depends more on the will of the captain whether you get a true record or not of your character both for conduct and ability.

1562. Is it not the individual opinion of the master as to your conduct and ability? Is not that exactly what it professes to be?—Yes, but sometimes that is not the case. For instance, a man may get a discharge from a ship which, though it is not a bad discharge, amounts to the same thing, because it is marked "decline to report." Then, again, a man who may not have been guilty of any offence for which he would have been logged or punished is liable to receive this bad discharge. I have known it to be given to men in cases where there has been a dispute between the captain and the men, and the captain has lost and the men have gained their point. I have known it to be the case that a whole crew has received a bad discharge.

1563. Your case is that masters give both good discharges and bad discharges without due consideration of the circumstances?—Yes, sir.

1564. That they give good discharges to bad men and bad discharges to good men?—Yes.

1565. And that for some petty reason?—Yes, some whim of their own.

1566. What is this case of the *Georgian* you are going to tell us about?—That is the case of a man who was paid off in Liverpool out of the *Georgian* as an able seaman and he had only been at sea a month before previous to this. This man was not a competent seaman. He had no appearance. He was quite slim and could not do his work, no matter how long he had been at sea, judging by his physical appearance.

1567. And he was shipped as an A.B.?—He was shipped as an able seaman. I met him at the Liverpool shipping office and I asked him how long he had been at sea, and he told me a month.

1568. He had been at sea a month before this, and he had a discharge as an able seaman?—Yes.

1569. Tell us as shortly as you can the circumstances of this case?—This is the way they work it in Liverpool. Men sign on a ship, and it may be they are competent men. These men fail to join at the time they are ordered to join. Then there is an agreement in existence between the shipowners' agents—I do not know about the shipowners personally—but between the shipowners' agents and the boarding masters, and they take any men that the boarding master has down to fill these vacancies, and these men sign on articles in the same position as the men whose places they are taking. There is a danger in that in big steamers. It has often been said that seamen are not now required to be seamen, but there is no doubt that there is more special knowledge of the sea required in practice on board ship nowadays than ever. Just take this point. If it was the *Campania*, where men like this had to save life and take to the boats—

1570. I am reluctant to interrupt you, but you are going rather away from this case of the *Georgian*. Please tell me about that?—That is all. This man was discharged as an able seaman from the *Georgian* after one month's sea service.

1571. He was given a "V.G." discharge as an able seaman?—Yes, a "G." discharge. (*Witness handed in the certificate.*)

1572. He was given a "V.G." for character and conduct and a "G." for ability. So in giving him this discharge they seem to have had some regard to the fact that he had behaved himself, and, so far as his conduct was concerned, they gave him a "V.G." For ability they only gave him a "G." So there was some deduction from an absolutely good discharge. A "G." I think, is often regarded as, at any rate, not so good as a "V.G."—We call it a good discharge.

1573. Of course, your point is that he was given a discharge as an able seaman when he could not have had service qualifying him for that title?—Yes.

1574. And then can you give us instances where competent seamen of good character, holding records of years

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of good service, say they have been given discharges marked "decline" for insufficient reasons?—Yes, here is a case.

1575. What was the man's name?—Bernard Dowdell. He went six voyages. Five of his discharges were returned very good for conduct and ability.

1576. These were his first five voyages out of six?—Yes. The sixth voyage he makes he gets a character for conduct "decline to report."

1577. Was that in the same vessel?—Yes.

1578. And with the same master?—Yes, the same master.

1579. Under what circumstances was that bad discharge given to him, do you know?—There happened to be a little grievance between the captain and the men—the engineers and firemen—about getting up some coal for the cook. It has always been the practice in steamers to give these men who get up coal for the cook a little bit extra in the way of food, because they do it at the time they are supposed to be sleeping. On this voyage that extra allowance of food was stopped, and the men declined to get up any more coal for the cook. This happened about three voyages before this man was discharged from the ship. When the ship returned it was put on the Articles and made part of the agreement the men signed that they should get up this coal for the cook. It went on all well that voyage, and the captain took it off the Articles the following voyage, and the first time the coal was required for the cook there was a little bit of disturbance, and the captain sent forward for one man to come aft and put the case before him. This man was a pretty old hand in the ship and he was nominated to go aft and put the case of the men before the captain. The captain decided in favour of the men, and he made an order that the steward was to give this extra allowance, and things went on as usual. When the ship returned this man got a bad discharge for conduct and was dismissed from the ship. His case was so strong, and feeling ran so high about this thing, that not a man wanted to go in the ship again. His shipmates wanted to see him get a good discharge, and the remaining firemen refused to sign on again at the time the ship was signing on. Consequently the ship had to put off her signing till the following day. The next day the shipping master went up before ten o'clock to the north docks and signed some men on board this ship at the north docks. This was before the hour that the signing business is generally commenced. It is generally at ten o'clock that the signing commences, but this was considerably before ten o'clock—it was about nine o'clock. These men signed in the ship not knowing that this bother had occurred, but they supposed it a strange thing that the ship signed in that way, and they inquired. I did not know anything about these men signing. On the Sunday morning the ship went another voyage, and out of the whole crew only about five joined.

1580. Five out of how many?—Twenty-eight or thirty-two, I think—I am not quite sure. I know I counted myself the men going on board. There were old, decrepit men and youngsters going on board as firemen. I counted twenty-six, and three came back.

1581. Then the fact that the men agreed with your view, that this man was treated unjustly, is the main reason why that ship was delayed considerably, and finally sailed with a very incompetent crew?—Yes, I wrote to Leylands', the owners, about it, and asked if they could not see their way to give this man a good discharge or offer him employment again and prevent this thing happening again, but they did not answer this letter.

1582. What you suggest is that he was punished for acting as the representative of his messmates on the ship?—Yes.

1583. Why do you think that a system of continuous discharges would effect an improvement in cases of that kind?—It would not effect any improvement in this kind of case. The effect of this now is that this man has gone to sea with an old discharge. If he had to fix this bad discharge in his book it would appear as part of his discharge that he has to produce to get employment.

1584. Then your point is, that, having got that bad discharge, he sets it on one side—either tears it up or does not use it—and goes on his old discharges?—Yes, that is the correct point.

1585. Then I take it to be your opinion that certificates of continuous discharge should be made compulsory?—Yes.

1586. That is your opinion?—That is my opinion.

1587. Is it your opinion that these continuous certificates should contain simply the record of service, or should they also include character for conduct and ability?—I hardly think it would be just to the men to allow a captain to have the autocratic power of determining whether a man should be employed elsewhere or not if he does not employ him himself.

1588. You think a seaman should have the option of saying whether he would have a character or not?—I think it ought to be taken out of the hands of the captain altogether.

1589. What would you put in its place?—He can prove that he is a competent seaman, and that is all that is required. A man wanted on board ship must, in the first place, be a seaman. It does not matter whether he is a Christian or a Mahomedan. These written certificates—these written records—will always be used. If a man has a good character he can always get a writer character.

1590. I think you have a little missed my point. Do you think a continuous record of service should contain a man's character or that it should not?—Just merely his service.

1591. It should simply be a record of service?—Yes.

1592. If a man chooses to have a character it should be given to him, or a separate document?—Yes. It should be left optional.

1593. Suppose a man chooses to have it marked on the back of his certificate, do you see any objection to that being done if he agrees to it?—No.

1594. But he should not be forced to take a certificate of discharge which contained a record of his character?—That is what I think.

1595. Is there anything you would like to add to the statements you have already made?—We know it is especially necessary that discipline should be maintained at sea, more so than in almost any other position, because if a sailor is a bad character or incompetent, the captain cannot replace him during a voyage. If a continuous discharge system were adopted, the books should only be given to men who have first proved their competency and justified their rating. The seaman should have proved his qualifications before getting a continuous discharge certificate.

1596. Do you mean that prior to a man being engaged on board ship in a certain capacity he should produce some evidence that he is fit for employment in that capacity?—Yes.

1597. That a fireman, for instance, should be able to show that he has previously acted as a trimmer?—Yes.

1598. And that a man who ships as an "A.B." should show that he has had some experience, and that he possesses some of the qualifications of an "A.B."?—Yes.

1599. You know that all that would require legislation?—Yes, I know it would require an alteration in the law. I have known of cases where some of our big ships going out to sea from Liverpool have had nearly all their firemen seasick. I have known of men engaged in that capacity who were quite unaccustomed to the work and found it too much for them, and it has been the cause of their death. There was one case last December. There was a seamen's dispute in Liverpool and a lot of inexperienced men were signed on as firemen, one of whom met with a violent death through nothing but his own sheer incompetence.

1600. You mean that he was not fit for the work and succumbed to the effects of it?—That is so. Other men lose their lives or commit suicide through not being trained or used to the work of the stokehole and engine-room.

1601. Before a man is shipped in any given capacity you think he should show by some means that he is fit?—Yes.

1602. These suggestions of yours, whether good or bad in themselves, would require legislation?—Yes.

1603. Then let us now consider what can possibly be done without legislation, to meet your views. Suppose that, instead of the present sheet certificate of discharge, the Board of Trade adopted a system of continuous discharges, and issued only one form, viz., the book form, so that everybody on being discharged would be obliged to have that book, do you think that would be desirable, and would it effect any improvement on the present state of things?—Yes, it would be better than the present form; but is there not something behind this—some talk of a second form of discharge?

1604. Various propositions have been placed before this Committee, and we need not discuss them at the present moment. Perhaps you are thinking of a seaman's character upon one document and his record of service upon another?—If the continuous discharge is passed we would like it to be compulsory, so that if a man lost his discharge he must get another.

1605. The seaman must take the form of discharge approved by the Board of Trade. Let us proceed on that assumption. Would the continuous form be an improvement?—I think it would.

1606. You think that a continuous form of discharge in place of the present system would be a distinct improvement?—Yes.

1607. Will you tell us, shortly, why?—It would prevent a lot of incompetent men getting to sea, and would prevent many desertions, as the men would not have any old discharges to fall back upon. The whole of the seaman's record of service would be in the hands of the owner or captain of the ship in which he was serving.

1608. And a system of continuous discharges would enable a seaman to show exactly what sort of man he was?—Yes.

1609. Would not the seamen value a book with such a complete record more than they value the present separate sheets?—Yes.

1610. Upon the whole, for the reasons you have given us, you are in favour of a system of continuous discharges?—Yes; made compulsory, and each man who holds them being competent.

1611. That is rather opening up another question. For the moment I want to confine attention to the question whether under the present law, a system of continuous discharge is preferable to the present system?—Yes, I would consider it better.

1612. Is there anything else you would like to add?—I think that is all.

1613. (*Mr. Clark Hall.*) You are aware, of course, that some masters give a V.G. discharge or a G. discharge to equally good men?—Yes.

1614. Is there any hardship upon the man who gets the G. discharge?—Yes, it is in one sense. The Cunard company gives only "G." The captain of a strange ship might refuse employment to a seaman who could produce only a "G." discharge, whilst he would employ a "V.G." man.

1615. The master might think the character of the "G." man doubtful?—Yes.

1616. Would you, therefore, recommend that either "G." or "V.G." should be cut out, and that some such description as "fair" or "moderate" be put in place of "G."?—No, I would not alter that much.

1617. (*Captain Chalmers.*) If the continuous discharge form was adopted as the only form approved by the Board of Trade, you would advocate it being given up at the time of engagement to the custody of the master?—Yes.

1618. And that the entry of the engagement should be made in the book there and then?—Yes.

1619. So that if the seaman deserted?—He would have some trouble to get a new book.

1620. If he gets the book, the discharge column would be blank, which would show that he had deserted from his ship. Do you think that would be any hardship?—No, it would be no hardship. I think no man should be employed unless he produces his book of continuous discharges, which will be handed back to him with the entry made in it when the voyage is completed. We all agree with that; but much of the advantage of that system would be lost if you allow captains to engage men without books.

1621. You think it should be made compulsory by law for a seaman to produce his book at the time of engagement?—Yes, or give some good reason for not producing it.

1622. And that no seaman should be engaged unless he does produce his book?—I should certainly stop any man from being engaged who could not produce his book. He may have done some wrong, and it would destroy much of the good of the system if the book can be dispensed with.

1623. Don't you think when the owners and masters find this book to be the only form of discharge approved by the Board of Trade that they will themselves demand the production of the book at the time of engagement, and

will refuse to ship a man who does not produce the book?—Yes, they do demand that book. The man will be asked for his discharge, and if he does not produce it they will probably refuse to ship him, but there are cases where masters or mates of ships have a friend who wants a voyage for the good of his health, and such a man is taken on the crew, and I suppose would have to receive a continuous discharge book, although he was no good on board. It would be well if it were made compulsory that men should produce their discharges at the time of engagement and hand them over to the captain. That would prevent any desertion, and would do a lot of good to shipowners.

1624. If that is done, how are you to provide for the men who go to sea for the first time?—Such a man would have to go as an ordinary seaman.

1625. Then you would not object to a man presenting himself without a book to be signed on as an ordinary seaman?—Oh, no; we must do that to provide for a future supply.

1626. You quite understand that that would require legislation?—Yes.

1627. Do you think it is worth while?—I think it is. I may mention there are thousands of good seamen working now at the docks at Liverpool on account of the hard-ships that exist on board ship and because of the treatment they get.

1628. Do you recognise that if your suggestion were put into force it would exclude foreigners?—No.

1629. I mean to say that if a Swedish ship paid off its crew at Liverpool, and two or three who spoke English came to the shipping office and presented themselves for engagement, but they could not be taken on on account of not having a book?—They would have their discharges from the foreign ship.

1630. You would accept that?—Yes, I would accept their legal discharges; we cannot order the Swedish Government to alter their laws to suit us.

1631. Do you see that the result of what you propose would be that a lad of eighteen who wanted to go to sea and presented himself at the engagement table would not be allowed to ship as anything but an O.S.—is that right?—Yes.

1632. Well, suppose he goes and does a voyage of a couple of months up the Mediterranean and comes back, and that he has done so well on the steamer, learned to steer, learnt the compass, was able to go aloft, etc., that the master gives him an A.B. discharge?—I don't think that would be right. I don't think that a voyage up the Mediterranean would ever make a sailor.

1633. How are you to prevent the captain, who has for years been the sole judge of what a man's rating should be, from calling that man aft and making an entry in his log book to say he has found the man so industrious and able that he is putting him on A.B. pay from that date, and then afterwards paying him off as an A.B.?—I should have no fault to find with that if a man was an able seaman.

1634. In the master's opinion he is?—The master might have that opinion without sufficient justification.

1635. How are you going to check it, as the rating rests with the master?—By requiring a certain term of apprenticeship.

1636. Then would you reduce all men to one dead level?—No, a man before he can be a mate of a ship must have served a certain period at sea, and it is equally necessary that before a man is allowed to steer a valuable ship perhaps with passengers, he should have proved his competency and have had some experience at sea.

1637. I am supposing that he has proved his competency to the satisfaction of the master. Who is to step in and say to the master, "You are not and cannot be the judge"?—I should like it to be laid down that every man must have served so many years at sea before he could claim as an A.B.

1638. Would you require that every man who had served three years as an ordinary seaman should become an A.B.?—Yes.

1639. Do you not recognise that that would let in, regardless of the captain's decision, a lot of men who never really could become able seamen?—That has not affected other trades which seem to manage very well with apprenticeship. Take the case of joiners. A man might serve a lifetime and never become a first-class joiner, still he becomes a joiner after having served a certain time of apprenticeship to the trade. The probability is that

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*Mr. J. E. Foley.* three years' experience as an ordinary seaman would qualify almost any man to rank as an able seaman.

14 July 1899. 1640. Have you not come across some lads of eighteen who after twelve months at sea are fit to be rated as ordinary seamen?—Never in my life.

1641. I mean in sailing ships?—It would be an utter impossibility to make a sailor in that limited time. No doubt experience in a training ship might be allowed to decrease the length of time a lad would have to serve as an apprentice, but the work done at sea is different from that done on board a training ship.

1642. In what respect do you think that an intelligent lad of eighteen, after twelve months' service at sea, would fall short of showing himself an able seaman?—In the first place he would never have had experience of any great peril, and it is only by being actively engaged at sea for some years that one gets to know what to do in a time of emergency. If a man has been only twelve months at sea it may happen that he has never met a gale of wind. A man may make one or two voyages with sunshine nearly all the way, but it is hardly to be supposed that a man could be three years at sea without meeting with some rough experience, and in times of bad weather I have found some men as timid as children.

1643. Then it is a question of nerve and not of handicraft, and would a young man such as I supposed fall short in the matter of handicraft?—He would.

1644. In any other point?—I would say that he could not thoroughly know his work. He might understand the theory of the management of sails and rigging, but he would not know how to put it into practice.

1645. Have the able seamen the management of the sails?—They have to know everything.

1646. With regard to furling and reefing?—A boat-swain is only an able seaman, but singularly enough mates are not required to be sailors at all, except for the purpose of getting certificates.

1647. You hold that the continuous form should be simply a record of service, but that if the seaman wishes it he may ask the superintendent to endorse upon it the report of his character from the official log?—Yes.

1648. Or that he should do without it if he prefers that?—Yes.

1649. Or ask the captain for a separate testimonial?—Yes, most men would ask for their character to be endorsed if they had good character, and the man who did not ask for it would probably be one who had done something wrong.

1650. It is not endorsed now if the seaman does not wish it?—It may be that the man who had not his character endorsed would be put down as a bad character, simply because he had exercised his option.

1651. How can you stop that unless you take away the option from the seaman altogether?—I should say that the character and conduct should be altogether taken off the discharge, and that if the seaman wants a character certificate he should ask for it, and obtain it on a separate form.

1652. (*Mr. Howell.*) But you told me you thought that the option should still remain with the seaman of either having his character endorsed on the back of his certificate, or having it left blank, or taking it upon a separate document?—I did say that, and the majority would probably require their character if it was left that way.

1653. Don't you think they should have the option?—Yes.

1654. A man who had a bad character, or who had done something wrong, is not asked to have it endorsed?—No, he need not have it unless he wants it.

1655. You still adhere to your opinion that the seaman should have the option?—I should prefer to see the record of character and conduct off the discharge.

1656. Yes, but would you still give him the option?—I think the Board of Trade should have nothing to do with it.

1657. The seaman can either take it if he wishes it or have it, the option remaining with him?—Yes.

1658. (*Captain Chalmers.*) In the case of a seaman losing his book, do you object to a small fee being charged for a duplicate so as to make them more careful?—I think there ought to be a small fee charged in such a case.

1659. Somewhere about the value of the book?—Yes.

1660. (*Mr. Howell.*) Have you anything else to say?—I repeat that I think the record of conduct and character ought to be altogether off the discharge.

1661. I understand you to say that if a seaman choose to have some endorsement of character on the back of a certificate, or on a separate paper, he might have it, but you want to provide for the seaman who prefers to have his certificate simply as a record of service?—Yes.

1662. On the other hand, if he wants to have his character on the back of the certificate he should have it?—Yes, if he cares for it, but I should prefer that every seaman should take a blank one. The necessity for records of conduct and character would be very largely done away with under a system of continuous discharges. It is well known that the existing discharges are not a true record of a man's character.

1663. If provision were made that a seaman must not be forced to take a character, would that meet your views?—Yes.

1664. You do not think that any seaman should be forced to take it, but that he should be allowed to take it if he wants it?—Yes.

1665. (*Captain Chalmers.*) You say in the last paragraph of the précis of your evidence that you think there should be power to suspend a seaman's continuous discharge certificate?—Yes.

1666. Do you agree with stopping a man's livelihood?—No, but it is stopped in other ways. The Marine Boards and Courts sometimes withdraw or suspend the certificates of captains and other officers; when a seaman has been guilty of any offence, the matter should not be left in the hands of the captain only, but the case should be tried before a competent tribunal, and if the seaman was clearly in the wrong his discharge might be suspended for a few weeks, or even months.

1667. Don't you think that that would be strenuously opposed by the seamen as a body?—I think that in many cases the men could have nothing to say against it.

1668. Don't you recognise that it is a very arbitrary power?—It is better than the existing power of the captain, which is now the only power, and against which there is no appeal.

1669. How do you mean that the captain's is the only power?—In such cases the captain can practically deprive a man of the power of earning a living.

1670. But the seaman need not take a character from him, and could refuse to receive any record of character?—That would amount to about the same thing. If the master has not reported, it may be considered a bad discharge.

1671. Do you advocate the seaman's discharge certificate being taken from him for a time as a punishment for certain offences?—Yes, by the authority of a proper tribunal if the offence is serious enough.

1672. (*Mr. Howell.*) You recognise that a good many of your proposals would involve legislation, which, of course, takes time?—Yes.

1673. But you hold the opinion that a system of continuous discharges, even under the present law, would be preferable to the existing system of separate discharges?—Yes.

1674. You recognise that under the present law we cannot prevent a seaman having his character endorsed on his certificate if he prefers it, but he can refuse to have it, and can either take his certificate quite plain, or he can have his character upon a separate document. Having regard to all these circumstances, do you still think that the system of continuous discharges would be beneficial to the seamen as a whole?—Yes.

(*Mr. Howell.*) We are much obliged to you for your evidence.

Mr. DAVID J. KENNY, called; and Examined.

1675. (Mr. Howell.) I understand you are secretary of the Birkenhead branch of the National Sailors', Firemen's and Fishermen's Union?—Yes.

1676. And you are also a member of the Birkenhead Town Council?—Yes.

1677. Will you tell me what your experience at sea has been?—I have had an experience of twelve years at sea in the capacity of seaman and petty officer. I have had about nineteen years' experience of the engagement and discharge of seamen in various parts of the United Kingdom, American ports, and ports in the East Indies. My opinion is that the present discharges are altogether misleading, and are no guide whatever as to the real character or ability of the man who holds it. I have seen many instances where totally incompetent men have been discharged with V.G., and other instances where men who were anything but well behaved have nevertheless been given V.G. discharges for conduct, just as good as the men who have behaved well all during the voyage. The master or officers may have been moved by sentimental reason at the end of the voyage, or may want to get quietly rid of the man. I have known of cases where men have obtained berths partly perhaps through influence, who have not the qualifications to entitle them to their rating; but such men may go from one ship to another—making only one voyage in each, because the captain would not have them for a second—and each time they are certified as fully qualified, getting their V.G., to which they are entitled by the Board of Trade.

1678. You speak of the V.G. to which they are entitled by the Board of Trade; what do you mean by that?—I don't mean to say that they are virtually entitled to it, but that the Board of Trade recognises it as an official form of discharge. Of course, the Board does not warrant the man that he shall have a V.G. discharge.

1679. The V.G. or the G. is an expression of the personal opinion of the master as to that particular man, and it is not in any way dictated by the Board of Trade?—I understand. There are firms and companies within my knowledge which do not certify any man as V.G., but only as G.; when these discharges are presented elsewhere they are apt to raise a certain amount of doubt as to whether the man is fully qualified and as to how he will behave during the course of his employment.

1680. We understand that there are differences of opinion as to the exact meaning of the letter G. used in that connection, some regarding it as indicating a bad character and some regarding it as equivalent to the V.G.?—Yes. If a man has misbehaved himself he can be properly dealt with at the termination of the voyage, and there should be no necessity for making any report of his character upon his discharge certificate.

1681. You are of opinion that if a system of discharges were to be introduced they should be simply a record of service?—Yes.

1682. Are you aware that under the existing law the seamen can refuse to accept any character?—Yes.

1683. He can exercise his own discretion, and can take no character, either good, bad, or indifferent, if he prefers to accept his discharge unmarked by any record of character?—Yes, quite so.

1684. Or if he prefers it he can say, "I will have my record of character on a separate sheet"?—Yes, but many seamen are not aware of that.

1685. You know it?—Yes, personally.

1686. To prevent seamen from taking any character, and to secure that the system of continuous discharge shall always be nothing but a record of service, would require an alteration in the existing law under which the seaman can exercise an option?—I quite appreciate that. I believe it is sufficient for a man to have a complete record of his service, to be kept and certified in a continuous form of discharge, but to my mind it would be very desirable that the seaman should be able to give some proof of his competency.

1687. I understand that is an expression of your individual opinion upon a point outside the scope of this Committee's inquiry?—If a man presents himself with only one discharge he is asked whether he has not been more than one voyage in the ship; if there is an interregnum of any long period between the man's last engagement and the engagement he is about to undertake he is generally asked how he has spent the time in the interval. Many men who possess only one discharge have

a difficulty in getting employment unless they have influence.

1688. Why have they only one certificate of discharge?—Because the captain or engineer with whom they served does not desire to carry them a second voyage by reason of their incompetency or otherwise.

1689. They give him a good character, but they don't themselves want to take him again?—Yes.

1690. You think that the V.G. discharge is often given too lightly without sufficiently considering the man's real qualifications?—That is what I gathered. In the case of many officers and engineers sentiment creeps in, and, after the voyage is ended, they reflect that it is very hard for a man to be prevented, perhaps, from getting chances of employment elsewhere, and so they say nothing against him. At the end of the voyage a man may ask the master or chief engineer to be kind enough to give him a certificate or reference, and that is of more value than the whole of the discharges he might produce. That is my experience.

1691. How do you think that a system of continuous discharges, if introduced, would benefit seamen or do away with the evils you have indicated?—In the event of continuous discharges being adopted, if the certifying for conduct were omitted and the certificate were merely a record of service, the master or engineer who had reason during the voyage to complain of a man might easily report the matter, say, to the Local Marine Board.

1692. You are again suggesting an alteration in the law. Do you think that the substitution of a continuous discharge form, under the existing law, would be an improvement on the existing system of separate discharges, and, if so, why?—The continuous discharges should be made compulsory, and not optional.

1693. You mean that the form of continuous discharge should be the only form approved by the Board and used?—Yes.

1694. You think that would be an improvement on the present system?—Yes.

1695. Without interfering with the present law as to giving character?—Yes. The continuous record should show the whole experience of the seaman from the beginning.

1696. Do you mean that the two or three voyages which he might, in the first place, make as a boy should be recorded in his certificate, and then his service as an O.S., and then as an A.B.?—Yes.

1697. But take the case of a man who is shipped first as an O.S. or as an A.B., you could not get so complete a record of him?—It is hardly conceivable that a man should be shipped right off as an A.B. It would be scarcely fair to competent men that a greenhorn should be taken haphazard and engaged, and afterwards discharged as an A.B., just as if he were properly qualified.

1698. You think that a fireman should not be taken on as a fireman before he has served some probation as a trimmer, and that a sailor should have some sea experience as an O.S. before he becomes an A.B., but that requires an alteration of the law which I want to keep out of our present discussion of the case?—That makes the matter all the more difficult.

1699. You think that a system of continuous discharges would be preferable to the present system, if made compulsory?—Yes.

1700. And only one form approved by the Board of Trade?—Yes.

1701. You see no objection to a seaman having his character endorsed on the back of his certificate if he likes?—No. In support of my contention that a man should have some form of certificate that would show he was competent, here are certificates dating from May, 1888, for large steamers. In the last voyage across the Atlantic the man is struck down with illness, just as we all are prone to be incapacitated from work by such a cause as rheumatism. He voluntarily offered to go on deck and do what he could with one arm. At the end of the voyage "Decline" is written upon both the spaces for character and ability. Now that is a hardship to an able seaman of thirty-five years, who is qualified physically to perform the work if he has not had the misfortune to be struck down with illness which was nobody's fault. Now if that had been a continuous discharge running over ten

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*Mr. David J. Kenny.* or fifteen years, the last bad record might have blotted out the whole of his previous good record.

14 July 1899. 1702. If a man had a good record for all these years, don't you think a master would set that against the one exception, and at least give the man an opportunity of explaining?—Yes, I hope he would.

1703. Don't you think he would?—Yes, I think so.

1704. Don't you think a captain would give such a man employment?—I think the average master would. I have here a case of one man who attempted to serve an apprenticeship to a trade, but he proved a failure and went to sea, but never made more than one voyage in a ship; now, nothing is more detrimental to the chances of making headway in the service than the continually moving from one ship to another. It looks bad, on the face of it, if a man is constantly changing without sufficient reason, although, of course, there are times when a man cannot help it.

1705. Don't you think a master in engaging a seaman would weigh such a consideration as that?—The seaman might have only one discharge at hand at the time.

1706. Naturally, in that case, he would not stand such a good chance of employment as another man showing a good continuous record?—Not in a competitive sense.

1707. Would not that be the same in any employment?—Perhaps so, but that is the class of men you have to deal with.

1708. Is there any other point you would like to mention?—I don't think there is anything more, especially seeing that many of my suggestions would interfere with existing legislation.

1709. I have been anxious to avoid that, and have only asked you, therefore, whether it would be an advantage to have, under the present law, a system of continuous discharges?—I think it would.

1710. (*Mr. Clark Hall.*) You have spoken with approval of the practice which is growing up of engineers giving special certificates of character?—Yes.

1711. Is that general at all?—Pretty general in the event of a man having a length of service.

1712. But you would hardly take that as a substitute for the report on character by the master which the seamen are not entitled by law to demand?—No, but in the case of firemen it often happens that a reference of this kind has great weight in view of future engagements. Many of these men have an intimate knowledge of engineering, and are most useful. If a man is skilful, intelligent, and industrious, the chief engineer will give him a reference which will enable him to get other employment. A man who takes deep interest in his work may be exceedingly useful in the event of a breakdown, and get promoted for special service.

1713. That sort of character is totally different from the kind of character contemplated to be given by the master?—Quite so, the man has that in addition.

1714. (*Captain Chalmers.*) If these continuous discharges were put into book form you would consider that the handiest form?—Yes.

1715. About the size of R.N.R. books?—Yes.

1716. You think that on the face of the form there should only be entries of the name of the man and the ship, the date of engagement and discharge, etc., and that there should be nothing more on the face of it as to the man's character?—Nothing more.

1717. If the back of the page were left blank the seaman could exercise his option as to having his character stamped there or left unrecorded. Would that commend itself to you?—Yes, it would.

1718. And that when seamen presented themselves at the engagement table, they should be asked to produce their books?—Yes.

1719. And would you advocate the date of engagement being entered on the book then?—Yes, when the man was engaged. At present it is often not entered until the end of the voyage.

1720. You think it should be entered at once?—Yes, directly the man is engaged.

1721. And the book handed to the master?—Yes.

1722. And the seaman would not object to the master keeping the book the whole voyage, would he?—I should think not. My discharges have been in possession of a chief officer for sixteen or seventeen months in the case of a long voyage.

1723. You never had to complain of the discharges being lost or mislaid?—Never.

1724. You have always had them handed back to you intact?—Yes.

1725. If the masters and owners insisted upon the production of these books at the time of engagement, don't you think that would be useful?—It would be a great improvement on the present system.

1726. Do you think it would put a stop to many failures to join?—Yes, it would have a tendency to diminish that evil to a great extent.

1727. In the case of a man losing his book when drunk or otherwise, you think he should go to the Registrar-General for a duplicate, for which he might be charged a fee,—Yes, certainly some charge ought to be made for the duplicate, so as to prevent the man being too careless.

1728. It would not be a hardship to charge a fee?—No, the present fee is reasonable enough; the men don't object to that.

1729. It would be a little more if we charged the value and the certificate were in book form, but probably you still think that not a hardship?—I don't think it would be.

1730. (*Chairman.*) Is there anything else you would like to lay before us?—I think not.

(*Chairman.*) We are obliged to you for your evidence.

## EIGHTH DAY.

*Tuesday, 18th July, 1899.*

PRESENT:

Mr. W. J. HOWELL (*presiding*).

Captain A. J. G. CHALMERS.

Mr. CLARK HALL.

Mr. C. HIPWOOD, *Secretary*.

Mr. J. HENSON, called; and Examined.

*Mr. J. Henson.*  
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1731. (*Chairman.*) Will you tell me what your present position is?—I am secretary to the Sailors' Union at Glasgow.

1732. How long have you held that post?—At Glasgow, for about fifteen months.

1733. Before that were you at sea?—Before that I was secretary at West Hartlepool for about two years. I was at sea for about twelve or thirteen years.

1734. How long is it since you left the sea?—It is about three years now.

1735. Will you tell the Committee what your opinion is with regard to the proposal to establish continuous

certificates of discharge for seamen in place of the present system of single discharges?—Well, the seamen of Glasgow, and I myself, think that the present form of discharge is of no use at all, and we prefer a certificate to be issued, so that each man would have one. But we would not object to a continuous discharge if it were made compulsory.

1735. With regard to certificates, I think we must put that aside, as it is not within the terms of reference to this Committee. You are, of course, speaking of the proposal in Mr. Havelock Wilson's Bill in Parliament, which has now, I believe, been withdrawn for this Session. We must keep the discussion away from that.

and discuss the question of continuous discharges. Will you give us your opinion about such discharges. Do you think that they should be compulsory?—Yes.

1737. That there should be only one form approved of by the Board of Trade, and, therefore, the discharge must always be given on this form, which is a continuous one?—Yes.

1738. You do not mean that no man should be shipped without a continuous discharge, do you?—I mean no man shall be shipped as an able seaman unless he can show some service before that as an ordinary seaman or in some capacity as a seaman; that no man shall be shipped as a fireman unless he can show some service as a trimmer.

1739. That would involve fresh legislation, so that question is scarcely before us now. To require that a man, before being engaged as an A.B. shall show a certificate as ordinary seaman, or before being engaged as a fireman to show a certificate as a trimmer, would require fresh legislation?—I do not think it would be necessary that there should be fresh legislation, because the Board of Trade, at the present time, though they cannot compel a man to show service can ask him to show four years' service before signing on as an able seaman.

1740. You refer to the Section of the Merchant Shipping Act, which says no man shall be entitled to the rating of A.B. unless he can show four years' service before the mast. The Board of Trade have been advised that they cannot interfere with rating, and, though the superintendents have been instructed to put "N.P." against the names of seamen who do not prove that service, the Board of Trade have no power to say "You shall not take that man because he cannot show that service."—Our contention is that many men have shipped as able seamen who are not capable of doing the work, and are therefore, a danger to the ship and to the lives of the men on board. Many men are shipped who do not understand the English language and who do not understand the work they are put to do. Our contention is that the men who can show this service should have preference of employment before men who do not understand anything at all about the sea. Of course, it is a great danger to myself as a seaman if a man is shipped who is incompetent. I have not only to do his work, but he is putting me in danger of my life whilst he is in charge of the ship and in charge of the lives on board.

1741. Then, really, you advocate, I think, in common with other representatives of the Union who have been before us, a system of rating together with the continuous discharge. You advocate that a man should not be allowed to ship as a fireman until he can show service as a trimmer—that a man should not be allowed to ship as an A.B. unless he can show service as an ordinary seaman, and that a man should not be allowed to ship as an ordinary seaman unless he shows service as a boy. Whatever may be said in favour of that, it is a little outside the purview of this Committee. We have to consider whether, under the existing law, some system of continuous discharges can be substituted for the present system of single discharges, and that is rather the point that I want to put to you. Do you think it would be an advantage to substitute such a system of continuous discharges for the present system of single discharges?—It would be a great advantage to the men, because if you had a system of continuous discharges, and a man held his continuous discharge, it would be an encouragement to him to act soberly, and to do his work on board ship, and many captains would give preference to men with these discharges. At the present time there are any amount of men who go to sea for one month out of twelve, and who get discharges for good conduct and ability to which they are not entitled at all. There are other men who ship who cannot do the work. I have had cases where men have been shipped, and where I, myself, have had to do their work. I have had cases where men have done long service—six or seven years in two vessels, three years in each vessel—and have had good discharges, but perhaps during the last month or so they have objected to do something they thought was unnecessary, and they have received a bad discharge, and in consequence of that could not get employment.

1742. Then you think that a system of continuous discharges would have the effect of making such men value their discharges more than they do at present?—Yes.

1743. They would be more careful not to get a bad discharge?—Yes, they would be more careful.

1744. You recognize that such a system would be an advantage to a master. It would enable him to see what sort of men he was engaging?—Yes; it would be a great advantage to a master. It would ensure him getting a steady class of men.

1745. Is it your experience that masters are careless in giving characters? Do you think a man sometimes gets a "V.G." when he does not deserve it?—Certainly. I have men's names who have obtained "V.G." discharges for conduct and ability when they are not entitled to them at all.

1746. On the other hand, you think men sometimes get a bad discharge when they do not deserve it?—Yes, in many cases, and they have no appeal against it.

1747. Is it your experience that masters are considerably more inclined to give good characters than to give bad ones?—In some cases a captain will give a man a good character. We will say there has been a collision, and the captain requires a man's evidence to support him. Although that man may have been rough during the voyage, on account of the evidence he gives he receives a good character. In another case, a man—as I myself have been—has been over eight voyages in the same vessel, and has received discharges marked "V.G." for conduct and ability. Then, on account of the vessel being over-loaded and being detained, I have received a bad discharge. This stops me from obtaining employment if I show this discharge.

1748. I gather that you think discharges are given rather recklessly?—Very recklessly indeed.

1749. A "V.G." does not always mean that a man ought to have been given a good discharge, and a bad discharge does not always mean that a man has been a bad man?—Yes.

1750. You think that a system of continuous discharges would have a good effect in that direction?—It would have a splendid effect. It would have the same effect as a man's Naval Reserve certificate has. He takes a great deal of care of it, because it is a continuous record of his service. If a continuous discharge was in force he would take just as much care of it.

1751. If a man had had several good discharges and then a captain gave him a bad discharge, do you think that that bad discharge appearing in his book would have the effect of preventing a man from getting an engagement again?—In many cases it does. And not only that. If he is a seaman and he should have to go up for a second mate's ticket, this bad discharge operates against him. He cannot put it in to show for service, and, in consequence, he is perhaps delayed for two or three months in obtaining the position he wishes to get.

1752. As regards the form of certificate. Do you think it should be simply a certificate of service or should it be a certificate of service plus a certificate of character and ability?—I have no objection, and the seamen have no objection, to its being a certificate, not only of service, but of character and ability, provided that in a case where a captain has a spite against a man and gives him a bad discharge for character and ability, he should have some court of appeal to which he can go.

1753. That, again, would require legislation. Do not you recognize that the expression of opinion given by a master at the end of a voyage is the expression of his personal, individual opinion of that seaman? What is there to appeal about?—It is not the expression of his personal, individual opinion. I have found cases—one I have just mentioned—in which, simply because a man refuses to work for an hour, although he has six or seven discharges from the same captain expressing a good opinion of him, the last discharge he gets expresses a bad opinion of him.

1754. It does not follow that because a man has been a good seaman for six voyages he may not have behaved badly on the seventh?—At any rate, a man has no appeal against a bad discharge.

1755. You would be in favour of a court of appeal in these cases. That would require legislation. There is no provision in the Merchant Shipping Act for any such appeal. For the moment, therefore, we must leave that out of consideration?—The only provision in the Merchant Shipping Act is for an appeal to the superintendent of Mercantile Marine.

1756. To settle small disputes. There is no appeal to him as to character?—When the matter is put to him the superintendent declines to interfere.

1757. You recognise that your proposal, whatever may

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be its merits, would require legislation?—Well, yes. I think it would require a little legislation.

1758. Now, at the present moment, under the existing law, it would be open to the Board of Trade to approve of a form of continuous discharge as the only form of discharge to be given. A seaman would then have the option of having his character written on the back of that certificate or he could decline to have a character put on his certificate at all. So if he chose to have simply a record of his service without a character at all, it is quite within his option to do so under the existing law. And if he chose he could have a separate document giving him his character. Do you think a system based on that principle would be likely to have a good effect if the Board of Trade instituted a system of continuous discharges?—Do you mean that a seaman could have a record of his services as one certificate and could also have a record of his character for another certificate?

1759. If he chose. What I mean is this. Here is a continuous discharge book. A man will have it as his certificate of service, and then, if he chooses to say, "I should like to have my character on the back of my certificate of service"—supposing the back is left blank—he can have it stamped on the back with an india-rubber stamp. If he were a good man, and cared to have his character recorded on the back of his certificate of discharge, he could do so. If he preferred to have simply a record of service, he could say to the superintendent, "I should like my character on a separate sheet," and he could have it. Do you think a system of that sort would be likely to have a good effect?—It may have a good effect, of course, supposing that it was separate. If the service was in front and the character at the back, then a man would prefer a record of his character as well from the captain.

1760. On the back of his certificate?—Yes.

1761. Most men would?—Yes.

1762. It would mean that if a man did not care for his character to be marked down, and it was not put down, a captain would give preference to a man whose character was so marked?—It would, under that system.

1763. On the other hand, if a man expected to get a bad discharge, instead of taking it on his book and so spoiling his record, he could have it on a separate piece of paper, which he could do what he liked with?—If a man expected to get a bad discharge he would not ask for it.

1764. If he expected to get a bad discharge he would not ask for it? That would be the effect of it, and he would not be obliged to foul his certificate?—Yes.

1765-7. You have a statement there?—Yes, and I could hand it in.

1768. Perhaps the best way would be to give your evidence from it in your own way. If you have any particular or illustrative cases to put before the Committee, please do so?—Very well, sir. On April 24th, 1894, I shipped in the S.S. *William Cory* at West Hartlepool. One of the men who had been signed on as a fireman had been brought out of the workhouse and was dressed in the workhouse clothes, when he signed in the Shipping Office. He had never been to sea before in any capacity, but was thought to be some relation of the owners, Messrs. Jobson and Co. He was not able to do any work; and when we arrived at Shields he jumped overboard, being mad with the drink, but was rescued. He was taken to the Shipping Office and was discharged, being given a discharge for good conduct and ability. In that case the vessel carried only four firemen, and it was what is commonly called a stiff job. There should, indeed, have been six, and there was quite enough for every man to do even with four at work, but with one of them lying up and knowing nothing about the work, the three had to work extra time. The fourth man was drunk the whole of the time, yet, as I have said, when he arrived at Shields, he was actually given a good discharge for conduct and ability. Therefore, although he had no experience, he could go to another captain and hand in his discharge, recording that he was a steady, capable man, so that, perhaps, he would get employment where a steadier man would be refused.

1769. How would that be altered by a system of continuous discharges; how would such a system prevent that man shipping?—We say that such a man should not be engaged to fill that capacity.

1770. You mean that there were few enough firemen even if they were all efficient, and that, as this man was

not efficient, his messmates were overworked; but how would that be altered by a system of continuous discharges without an alteration of the law as to rating?—I don't see how it could be fully rectified by a system of continuous discharges; but if that man had received a discharge which recorded that he was not capable of doing his work, he would have been refused work—he would have been refused further employment at sea.

1771. You think that under a system of continuous discharges he would have been more likely to get a true character than under the present system?—Yes.

1772. That a master would be more careful in stating a man's qualifications or the want of them?—Yes. The next case I want to mention is that of the S.S. *Talley Abbey*, of Cardiff. On May 26th, 1894, I shipped in this vessel at West Hartlepool. The cook who signed in the vessel was brought on board by the Board of Trade official. He had never been to sea before, having been a barman in a public-house in Middlesbrough, and did not know which part of the ship he lived in. The steward left at once, on account of this man being engaged. He caused great dissatisfaction during the voyage on account of not being able to cook. Yet he was given a good discharge for ability and conduct at Newport. This case can be verified by Hugh Kelly, at present steward in the *German Empire*, of West Hartlepool, who was steward in the *Talley Abbey*.

1773. You put that forward as another case of a man shipped in a capacity for which he was totally unfit?—Yes.

1774. And the same arguments apply as in the previous case?—Yes, and it was a place where good efficient men could have been found.

1775. I suppose few things cause more dissatisfaction on board ship than bad cooks?—Bad cooks cause more dissatisfaction than anything else.

1776. Do you think seamen would be anxious for a system under which cooks would have to show, before engagement, that they are fit?—Seamen are in favour of certificates being granted to cooks by a school of cookery.

1777. That, again, would require legislation?—Yes. The next case I have to mention is that of the S.S. *Indrani*, of Glasgow. A Russian, named Karl Frohm, was engaged at Hull and sent to Glasgow during a dispute. He was engaged on the 12th of December, 1898, and discharged on the 18th of January, 1899. He could not speak one word of English, and had to have an interpreter. He had never been to sea before. Age nineteen, and born at Riga. His only sea experience was coming from Riga to Hull as a passenger. I have that man's discharge, certifying that he was very good for character and ability.

1778. As an ordinary seaman?—As an able seaman.

1779. After one voyage, and he had never been to sea before?—Yes. Of course, a man could not become an able seaman in one trip; yet he was engaged upon a vessel which carried forty or fifty passengers, and in case of danger of a collision, as he could not understand the orders given to port or starboard, he might turn the wheel the wrong way and cause disaster.

1780. Your point is that he was not only incompetent as a seaman, but that, even if competent, his ignorance of our language might have led to danger?—Yes. Another case occurred on board a vessel called the *State of California*. A. Brown, fireman, went on shore at New York to get his toe dressed, having had it cut off by an accident the trip before. He told the second engineer that he was going to the hospital for that purpose. Before leaving New York he was logged six days pay for having gone ashore without leave of the captain and received a bad discharge. He had been two trips in the boat.

1781. Your point there is that a man was given a bad discharge without sufficient reason?—Yes.

1782. Is it not quite conceivable that he may have deserved the bad discharge?—No; the reason it was given to him was simply that he had gone ashore to get his wounded foot attended to, the accident having happened on the same vessel. With regard to the screw-steamers *Coningsby* and *Staincliffe*, I, James Henson, was in these vessels on a voyage to the Mediterranean and Black Seas. Whilst in the Black Sea loading they were overloaded, and on coming to Malta for coals the whole of the men refused to proceed to

sea in the vessel until the cargo was discharged. This was done, sixty tons of cargo being taken out in either case. I and the whole of the crew received bad discharges for conduct and ability. I had eight discharges from the S.S. *Staincliffe* before this, each of them being marked V.G., and one from the *Coningsby* marked V.G.

1783. In that case you allege that you were given bad discharges because you refused to proceed in a ship which you regarded as unseaworthy?—Yes, it was overloaded.

1784. What was the result; was she lightened or detained?—She was detained until an official at Malta made her lighter.

1785. Then the complaint you made of overloading was sustained?—Yes.

1786. Nevertheless you got bad discharges, and you think it was because you refused to sail in an overloaded ship?—Yes, we demanded our rights under the Merchant Shipping Act. I had been in the vessel for sixteen months, and had had good discharges. The next case I want to mention is that of the ship *Harvest Queen* and the S.S. *Kastalia*, of Glasgow. A Norwegian named John Gorsen, staying at 120, Broomielaw, has two discharges, one from *Harvest Queen*, engaged 19th April, 1899, at Mobile, discharged 1st June, 1899, at Belfast; and the other from the S.S. *Kastalia*, engaged at Greenock, June 6th, 1899, and discharged at Glasgow 4th July, 1899, each marked V.G. for conduct and ability. He cannot speak one word of English. I contend that a man cannot be a thorough seaman when he cannot understand the orders given to him.

1787. He had been for two voyages?—Yes, one was in a sailing ship and the other was in a steamer. He was engaged in the latter on the discharge from the former.

1788. Were they both rather short engagements?—The first was for six weeks, and the other for a month and one day.

1789. Was he young?—He was twenty-six years old.

1790. Could he not pick up enough of the language in that time to deserve his discharge on the second occasion?—No; only a fortnight ago I was speaking to him, or trying to get him to understand me. I could get him to understand me in German, but not one word of English, except yes or no.

1791. So that at the end of the two voyages you say he was still absolutely ignorant of English, and, therefore, a danger to the vessel?—Yes, and one of the vessels was a passenger steamer, on which he had to take his turn of the wheel.

1792. Have you any other cases to tell us about?—Yes, there is the case of the S.S. *Addington*. J. K. Howie, 145, George Potts Street, South Shields, and J. Coutts, 5, Bothwell Lane, Sunderland, were discharged from the ship at Glasgow on June 15th, 1899. They were given bad discharges through refusing to work to put shifting boards up at sea after working all day. We obtained the money for them, as the captain was in the wrong. J. K. Howie has three and a half years' service in the ship *Auchanclairn*, of Maryport, and reference from master of the same; two years in S.S. *Tennyson*, and references from Captain Bailey, of *Strathaylon*. He had never received a bad discharge before.

1793. Well, but supposing the captain deemed it necessary that these boards should be put up at sea, would you not expect the men to make an effort to do it?—This was on a voyage outward bound, and the vessel was simply to be four days at sea. They had been working on the average from twelve to sixteen hours a day, and were entitled to some rest. They said they were quite willing to do it after tea, but they should like their tea first. The captain was entirely in the wrong, for although he had entered them in the log book, he withdrew the charge and paid them the money for which they had been logged.

1794. I don't want to express an opinion on the matter without knowing all the facts, but if I were the master of a vessel I should regard myself as the best judge when a thing should be done. If I said it was to be done before tea, and the men did not do it, I am afraid I should not think much of those men?—The discharges were marked bad for conduct and ability,

and one of the men had been three and a half years in the vessel—a record service.

1795. You think the bad discharge was given for insufficient reasons?—Yes, but the men had no court of appeal.

1796-1799. Do you think that a system of continuous discharges would be preferable to the present system, and that it would have a good effect?—Yes, it would have a very good effect. I know that personally I should prize the continuous discharge, whereas I do not greatly prize the present form of discharge.

1800. A continuous system you think would be popular with the good seamen, and would have the effect of steadying those who were inclined to be unsteady?—Yes, it would have a good effect in steadying the bad or doubtful seamen. It is said that from ten to fourteen thousand men now desert in Continental and American ports, but, if the continuous system were in force, and the captain had these discharges in his care during the voyage, that would tend to keep men from deserting, because a seaman would know that he could not get another vessel without his discharge.

1801. Then you think the continuous discharge system would have a good effect in that direction also?—Yes.

1802. (*Mr. Clark Hall*.) Are you aware that some masters only give G. certificates to their men, no matter what the variations in their character may be?—Yes.

1803. Have you ever had that experience yourself?—No, I never had a G.

1804. Would you think it rather hard lines if you got into an employment where nothing better than G. was given?—I should think it very hard lines. I have a set of discharges with me which are only marked G., although the owner of them made twenty-two trips in the same steamer. When that man applied to another captain, and presented his discharge certificates, he was refused, and told that he could not be a capable seaman or he would have had something better than G. for conduct and ability.

1805. Was he refused merely because he had G. instead of V.G.?—Yes. It is usual to give a man V.G. when he has a good character.

1806. Would you be in favour of an endeavour being made to draw a clearer distinction between G. and V.G. We understand that G. is supposed to indicate moderate or indifferent. Would such an adjective be better than the letter G.; would the word moderate or some other term of that sort meet the difficulty?—No, because I think if a captain found a man presenting to him a certificate marked moderate he would think the holder was a man of very poor capabilities indeed, whereas the same captain might have a higher estimate of the man's character with the letter G. I think the marking of the certificates with the word "moderate" would have a very bad effect.

1807. Then how would you get over the difficulty of drawing proper distinction between G. and V.G. when the former letter G. is really taken by some masters to mean V.G.?—G. is not taken by masters to mean V.G.; it is more commonly taken to mean bad.

1808. Some masters, however, and some firms never give anything but G., as they think that G. is about as much as you can say of a man. How would you meet such cases?—My contention is that if a man could show four years' service, he could scarcely be given a discharge marked G. for ability, as he could not be considered much of a seaman if he was not able to claim V.G. after four years' service.

1809. If a master gave him a G. after four years, some would think him a very doubtful seaman?—Yes.

1810. And would not employ him?—Yes.

1811. What is the usual estimate of G.?—The same as "decline to report."

1812. Can you propose any substitute for G.?—No, I am not prepared to propose any substitute; where a man has been an ordinary seaman for only two years, and then is engaged as an able seaman, G. might be good enough for him; but where he has been four years at sea as an able seaman G. would be against him, and I think a man should have a court of appeal in a case like that. I produce a set of discharges all marked G. from the same vessel, the *Mongolian*, belonging to a man who was afterwards refused an employment on account of the nature of his certificates.

Mr.  
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Mr.  
J. Henson.  
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1813. (*Captain Chalmers.*) I see that these discharges are signed by different masters?—Yes; but the fact of a man being engaged so many times on the same vessel surely shows that he must be a good seaman; nevertheless on another vessel he was refused an engagement.

1814. So long as the character given is given by the master as his individual opinion of the seaman, how can you object to it?—We don't object to the master giving the character, but what we do object to is that the seaman should have no chance of appealing against the master's decision.

1815. But the seaman has the right to refuse to have any character at all, has he not?—Yes; but it is not one seaman in ten thousand who knows that.

1816. Do you think if seamen generally knew it that that would remedy the injustice?—I don't at all think it would. The only thing that would remedy it would be to give the seamen some kind of appeal.

1817. Suppose there was an appeal, how are you going to prove that the master did not act on his own individual conviction? Would he not say to the complainant: "I am not giving a character in accordance with your ideas of what is good or bad, but in accordance with my own experience of you," and to the court of appeal, the captain might say: "You were not on board the ship to judge of the circumstances, whereas I was"?—He might do that, but that does not remedy the grievance felt by the men. As a seaman, I have had between thirteen and fifteen years' experience, and I have never been logged for drunkenness or anything of that sort, and yet, although I have good references for conduct and ability, extending in some cases over two years in the same vessel, I received a bad discharge at last on account of a spite of the captain, and I have no appeal whatever against that. I cannot appeal to the Board of Trade, and the only thing I can do is to summon the captain for defamation of character; but he may be a thousand miles away before I can do so.

1818. Were you not aware, when you accepted that character, that you could decline to have it marked on your discharge certificate?—I was not aware.

1819. Or you would have done so?—Yes.

1820. Suppose you have six discharges from one ship signed by the same master with V.G. for conduct and ability and the seventh is "decline to report," owing, as you allege, to some whim of the captain, do you think that that would have any effect upon another master, who thought of engaging you? Would he not say: "Here is a case of six to one against the man being a bad one"?—In many cases he would simply look at the last discharge, and would say to the man: "I will not engage you." He would not bother to look at the others at all, but would say: "I see you had a bad character in your last ship."

1821. Have most seamen, when applying for employment, been in the habit of only handing in their last discharge?—Yes, that is what is required by the officer of the ship. In many cases if a seaman receives a bad discharge he simply tears it up. It may have been for a long voyage, and the officer or captain may inquire the reason why the man had been so long ashore. He may possibly look at the previous discharge as if it were the last one, and it may not be a bad one, but the engaging officer would usually prefer a man who had more recently come from sea, so that an inferior man may be chosen and the other may have to step aside. It would be better if the continuous discharges were adopted, and if the men had some right of appeal.

1822. Have not the seamen had it in their power, for some time past, to put practically into force a kind of system of continuous discharges, because they have been able to buy covers in which they could place a succession of discharges; would not that amount to a continuous record?—In some cases it would, but it is not many seamen who do that; perhaps one man out of every hundred.

1823. Do you think that a class of men who are, as you say, so careless that they do not take such care of their single discharge sheet, will take care of them when the discharges are given them in book form?—Yes, if it is made compulsory.

1824. Supposing the system is made compulsory, and that a continuous form is the only form used, do you think that they will take any more care of their books than they now do of their single discharge certificates?—Yes, a

great deal more, because at present many seamen who live in boarding houses have some discharges in one pocket and some in another, and get careless of them and the sheets get lost, whereas under a discharge system they would take care of their books, and would know that if they lost the books they would have little chance of getting employment, whereas now, if they lose or withhold or destroy one or two discharges, they still have a chance of getting employment.

1825. If the continuous system is adopted, will there be any objection on the seaman's part, when seeking an engagement, to his being called upon to produce his book to the captain?—None at all.

1826. Would he object to the captain retaining it during the whole voyage?—No.

1827. You think that should be done?—I think that should be the system.

1828. And when he is engaged, should the entry of engagement be made there and then on the form?—Yes.

1829. Or would you prefer to wait until the end of the voyage?—The entry of the engagement should be made on the form at once, and at the end of the voyage the entry of discharge should be made, but if the system were made compulsory, I don't believe in the captain having the charge of the book. I think that when a captain has signed his crew on and the shipping master has witnessed his engagement, the book should be returned to the shipping office, and should afterwards be sent to the place where the ship is going, so that they can be got when the vessel arrives. I suggest this because in many cases captains are careless in regard to the men's certificates, and they get lost, and men have to pay for fresh copies of them; besides, if a ship went down the seaman might be saved, but the continuous discharges might be lost.

1830. Do I understand you to mean that in the case of a vessel sailing from here to Valparaiso that the book should be sent on afterwards?—That the book should be retained here by the shipping office, and that when the vessel was likely to return to England the books should be forwarded to the port to which she was coming.

1831. Suppose that a certain number of the men fall sick during the voyage, or get other employment, or by mutual consent want to be paid off in Valparaiso, how would you arrange that?—The captain would not discharge them, even if they did get other employment, because that might mean that he would have to pay higher wages; he would prefer to bring the same men back to England. If a man fell sick, and was put into the hospital abroad, he would be sent back by the Consul or by the owners to the port in England from which he shipped; the owners would have to do that.

1832. You don't think the books should go in the ship in the captain's charge?—I would not altogether object to them going in the ship, but I think it would be better if they were left, because even after a man has engaged he might unfortunately be taken ill or some calamity might occur at home which would necessitate his staying at home, and if his book went in the vessel it might mean that he could not get employment until it was returned, whereas, if it was left in the shipping office he could go there and state the facts of the case, and if the shipping master knew the facts to be true he could give him the book.

1833. When a vessel sails, and the master at the last moment has to engage substitutes in place of those who have failed to join, he has to send back by the pilot or somebody else at the last moment a form called Eng. 2 showing changes in his crew. Would it not meet the case if he sent back with that form the books of those who failed to join?—Yes, that might do. I have explained why I wished the books to remain in England. Personally I never missed a vessel but once. She sailed from Hartlepool, and was going to Shields to load, but through a death in my house I could not get down to the ship in time, although I did join her at Shields.

1834. In case of a seaman losing his book and having to apply to the Registrar-General for a copy or duplicate of it, would you think it a hardship if the seaman was charged a fee for that?—Not at all.

1835. You think he should be charged a fee?—I think he should.

1836. (*Mr. Howell.*) Is there anything else you wish to add?—Nothing.

We are obliged to you for your evidence.

Mr. JAMES BENNET, called; and Examined.

Mr. James  
Bennet.

18 July 1899.

1837. (Mr. Howell.) I understand you are the district secretary of the Sailors' Union at Goole?—Yes.

1838. And you have come to give us evidence with regard to the proposed system of continuous discharges for seamen?—Yes.

1839. How long have you held your present position?—In 1872 I got my first certificate as 2nd officer, and some years later I got my 1st officer's and master's certificates. Then I got incapacitated from going to sea through an accident. I fell down a hold, and have not been to sea since. It is six years since I ceased going to sea.

1840. Have you held your present position ever since?—Only for three years.

1841. What were you doing the rest of the time?—Nothing.

1842. Will you give us shortly your views with regard to the question of continuous discharges?—Yes, I am glad to have the opportunity of doing so, because I have had experience of seamen in all parts of the world both on steam and sailing vessels. I have seen forty vessels at a time waiting at San Francisco for grain cargoes, and I have had every chance of knowing about the discharge and shipment of crews and the devices used to get seamen to desert.

1843. And have you arrived at a conclusion as to the value or the reverse of the present system?—I am of opinion that the present form of discharge is practically useless for the purpose for which it is granted. A seaman does not value the certificate he gets now, and if it is not good he may tear it up and throw it away, coupled with some abuse to the captain who gave it him. Men can get a new discharge whenever they want to ship. A boarding-house master can provide one for a man. A man's appearance often gets him a ship without a discharge. A practical master or officer can usually judge by a man's appearance whether he is a real sailor. It may not be so easy to tell what his real character is, and whether the man is insubordinate or unsteady, but one can generally tell whether he is a sailor, and often a man who gets drunk sometimes on shore turns out to be the best man at sea. At all events, most of the men do not value the present discharge. The more respectable class of men who are anxious to get on stick to their discharges, but even if they lose one they can buy another for a shilling.

1844. Then I understand that you think the present system has broken down, and that it is useless?—Yes.

1845. And that V.G. discharges are often given to men who do not deserve them?—That is very common. During my experience at sea as officer I have selected many men with discharges marked V.G. for character and ability, and when out at sea these men have turned out to be the opposite.

1846. And sometimes, you think, a master when he is angry gives a bad discharge to a man who deserves something better?—Yes, that happens sometimes. I have known many instances where men with excellent character and the best of behaviour have received discharges marked "decline to report" simply because towards the end of the voyage they have shown their dissatisfaction at being overworked.

1847. But I suppose these cases have not been so frequent as those of men who have received a rather better character than they deserve?—Probably not. When a vessel is coming home there is always much extra work, cleaning, painting, and so on, in order that the vessel may look well in returning to port. The men may feel dissatisfied about the extra work, and growl about it, and there may be a little animosity in consequence, and although the same sailors may have been the best seamen and well-conducted throughout the whole voyage, yet they may get a bad discharge at the end. On the other hand, captains are sometimes troubled by having men imposed upon them who are not fit. I have been at San Francisco nine or ten times and have seen many crews supplied by shipping and boarding house keepers. I have had barnmen and butchers shipped as able seamen, men who have had no sea experience whatever, with the result that during the homeward passage their presence has made things very hard and laborious for the officers and competent men. In every crew supplied at San Francisco there has always been a number of incompetent men and loafers. Such men are sent on board, and I have to receive them and sign their advance notes.

1848. Why are you bound to take the bad men; if you feel satisfied that the man is bad, you could exercise your knowledge and experience in asking the man a few questions, and judge whether he is really an able seaman?—The shipping master or the boarding master ship such men; they are signed on before the British Consul at the last, and I have to take them.

1849. Do you mean the circumstances are such that you are practically obliged to take these men or go short-handed?—Yes, the bad ones are usually pushed first, and the good ones are kept back.

1850. Do you think if a system of continuous discharges were adopted that these discharges should be simply records of service, or should they also contain records of conduct and character?—They should be records of service; but, of course, I recognise that the master is the right person to give a man a character.

1851. You know that under the existing law a seaman can decline to receive any character at all?—That is where the difficulty comes in. If a seaman takes a character and it is an unfairly bad one, he has no power of appeal. I think there might be a properly constituted court to which a man might appeal if he received an unfair character, especially after a record of seven or eight years of good character. There should be some remedy for that and an appeal.

1852. You recognise that that would require an alteration in the existing law—that it would require legislation?—I don't think it would require legislation to form a committee in the various ports for that purpose.

1853. The Act gives to the seaman at the conclusion of his engagement the option of obtaining from the captain an expression of his opinion as to what sort of a man the sailor is, upon which point the captain is the most competent judge. The captain can say, for instance, whether a man is a good cook or not, and how are a bench of justices sitting in a port at home to be better judges of that than the captain?—No doubt the master is the best judge of what the man is.

1854. If you bear in mind that the character when asked and given is simply an expression of the individual opinion of the captain, where is the necessity for an appeal?—The seaman has no remedy just now if he gets a bad character.

1855. Who is to decide between the master and the man?—That is where the committee comes in.

1856. How could a committee decide whether a man had been a good cook or not. Suppose you were the master and brought in a man and told us, as the court, that the man was a thoroughly bad cook, and the man said "I am a very good cook indeed," and supposing he produced several good discharges as cook, how are we to judge of the facts?—You would require some witnesses from the crew. If the man was not a good cook, there is not a single sailor who would come forward to say he was.

1857. Then you might have the officers supporting the captain and the men supporting the cook. How could anybody else judge in such a case?—Then I fail to see what remedy is left.

1858. Do you see, frankly, any necessity for an appeal?—I think there should be some appeal open to men in order that they may test the question of an unfairly bad discharge.

1859. You recognise that that would require legislation?—I do.

1860. For the moment we will leave out of consideration the idea of fresh legislation, and simply consider whether, under the existing law, we can devise any system to meet the views expressed in favour of continuous discharges. Supposing a discharge book is issued as the only one approved by the Board of Trade, which, therefore, every seaman would be bound to take, and suppose the backs of the different sheets in it are left blank in order that the seamen may have their characters endorsed there if they wish it, or may say "I will not have any record of character at all," or may have a record of character upon a separate sheet of paper, do you think that that would be an advantage over the present system?—The continuous discharges should have the same effect as a Naval Reserve book.

1861. Do you think it should contain not only a record of service, but also of character and ability?—It should be a complete record.

Mr. James  
Bennet.

1862. So that any master can turn to the book and see exactly what the seamen's history has been?—Yes, and it should be left with the captain; that would have the same effect on the seaman as the continuous discharge has on the Naval Reserve men.

1863. (Mr. Clark Hall.) But the Naval Reserve book does not show character and ability?—I am speaking of the principle of the thing, and the restrictions it places on the men. A man will not desert a ship so readily if it means that he loses his book, and has to work all over again for a fresh record. He will say "I cannot leave that book behind me, and so sacrifice my chances of future employment."

1864. (Mr. Howell.) Summing up your evidence, I understand you think that the continuous discharge would be a distinct advantage over the present system; that good men would like it because it would be a complete record of their experience and character, and that it would also have a steadying effect upon many of the bad men?—Yes, it would make them take more care.

1865. And you think the book would be a great advantage also to the master when engaging a crew?—Yes, it would be better for the officers and shipowners; it would produce better discipline on board a ship, for when a man has a good book of discharges at stake he will not so readily commit himself.

1866. (Mr. Clark Hall.) Have you ever known a master with a good crew who never gave better discharges than G.?—They usually give the V.G.

1867. Have you known cases where they only gave G.?—It is either as a rule V.G. or "Decline to report."

1868. If you saw a discharge with G. upon it, what value would you attach to it?—I might think it was all

right if it belonged to a young man, but if it was produced by an elderly man who had been long at sea, G. would mean that he was not up to much.

1869. You would not take it as an equivalent to V.G.?—Oh, no.

1870. (Mr. Howell.) Is there anything else you wish to say?—There are many men who have made good voyages for sixteen or eighteen months, and who were very anxious to keep their discharges, but who have at last got a bad discharge which they did not really deserve, because perhaps they said something at the last, or stuck up a little for their rights. As a rule, a man who does that is told that he is a ringleader, although he may have been one of the best men. Moreover, some men come on board who are not practical seamen at all. They may be quite decent fellows to do washing or cleaning or scrubbing, but they are not seamen, and yet may get as good a discharge as a practical seaman.

1871. You think discharges are given too lightly?—Yes, I have had a great deal of experience with foreigners unable to understand English, and as an officer, I always felt it an absolute danger and a source of great anxiety. I would recommend that no continuous discharges be granted to any foreigner who is not able to speak or understand the English language. Sometimes a master will give an indifferent seaman a better character than he deserves simply in order to get clear of him and to avoid bother with him at the Consul's office or at the shipping office.

1872. You think that the continuous discharges would be a great improvement?—Yes.

(Mr. Howell.) We are obliged to you for coming to give evidence.

Mr. Thomas  
Carey.

Mr. THOMAS CAREY, called; and Examined.

1873. (Mr. Howell.) Will you tell us what is your position?—I am an official of the Sailors' and Firemen's Union.

1874. At Cardiff?—Yes, I am secretary of the Cardiff branch of the union.

1875. How long have you held that position?—A little over four years.

1876. Before that, were you at sea?—No, I have been an official of the union since 1892, previous to which I was at sea.

1877. You have been with the union ever since?—Yes, I was at sea for ten years previously.

1878. And you appear before us to give evidence on behalf of the seamen of Cardiff, Barry, Penarth, Newport, Swansea, and Bristol?—Yes.

1879. What experience have you had in the engagement and discharge of seamen in various ports?—For over seven years I have had experience of the engagement and discharge of seamen at Blyth, Barry, and Newcastle, Shields, Penarth, Glasgow, and London. My experience has been of an outside character, that is, I hear the complaints of the men and know how they are engaged.

1880. And you have formed a general opinion as to the present system?—Yes.

1881. Then what do you think of it?—The present discharge system is simply a farce.

1882. Will you tell us your reasons for that opinion?—It may be all right as denoting the actual time of service, but the seamen contend that the present form of discharge is no guarantee whatever of a man's character either for conduct or ability.

1883. I presume you mean that in some cases it is no guarantee?—I cannot say in all, but certainly in many.

1884. You mean that in many cases a V.G. discharge is given when a man does not deserve it, and that, on the other hand, a bad discharge is sometimes given when a man does not deserve it?—Quite true.

1885. From which you conclude that the present system might be greatly improved upon?—Yes. It is an almost daily occurrence in Cardiff and other ports in the Bristol Channel for men to be engaged as able seamen, firemen, cooks, or stewards, who have had no previous experience, and whilst these men are engaged, large numbers of competent men are unable to obtain employment. There are many reasons to account for this. Very often incompetent men are engaged in consequence of disputes with regard to the amount of wages paid. Many seamen

discharged at Cardiff and other ports of the Bristol Channel have their discharges marked "decline to report." I have personally investigated many of these cases, and have found that where men have got such discharges, it has been in consequence of insisting upon what they consider to be their rights.

1886. If you like to give us any instances we should be pleased to hear you?—I may mention the case of the barque *Copsefield*. This was a case of two men engaged in this vessel for a twelvemonth; at the end of their twelve months the ship was in a foreign port called Francois. The seamen insisted on being discharged, seeing that their twelve months' agreement had expired. The captain was willing to discharge the men, provided that they paid their own passage home and all expenses to the United Kingdom. This the men declined to do. They offered the captain, however, to remain in the ship if he would give them an increase of wages. The captain verbally agreed to this, and the men resumed work. On their arrival in the United Kingdom the captain repudiated the agreement which he had made. The men subsequently sued the captain and recovered the full amount of the costs in a court of law. In retaliation the captain gave those men discharges marked "decline" for conduct, although the men had had no complaint made against them during the fifteen months they had served in the vessel. When we went to law on the matter, the captain, as I have stated, was found to be in fault, and the men got £5 compensation.

1887. The men won their case?—Yes, but because they won their case, the captain gave them a "decline to report."

1888. Was there no entry in the log against them?—None whatever, not for any misdemeanour, after they had been fifteen months on board.

1889. Do you give us that as a case where men really behaved themselves well, but got a bad discharge for some reason apart from their qualifications?—Yes. I have another case, that of the steamship *Kendall*. Thomas Burke, a fireman, was four successive voyages in the steamer *Kendall*, and at the end of each voyage he got V.G. for conduct and V.G. for ability. On the fifth voyage on the homeward passage he was taken ill with rheumatic fever, and in consequence was left in the hospital at Las Palmas. He had been three months and two days on this voyage, and no complaint was made against him, yet when he was discharged, his discharge was marked "decline" for conduct, and "decline" for ability.

1890. From the same master?—Yes, the same ship and the same master.

1891. That is a case where you think the man was hardly used?—Yes.

1892. You think it was because he became incapacitated through illness that he received this "decline," which is equivalent to a bad character?—Yes.

1893. What do you think is the opinion generally held by the seamen in your district with regard to the proposal to have continuous discharge certificates?—The seamen of the Bristol Channel ports have held many meetings with regard to the question of continuous discharge certificates for seamen. They are of opinion that whatever is done in the way of a change, should be compulsory. They contend that unless the continuous discharges are made compulsory, they will very rapidly fall into disuse, and it will be no protection to seamen whatever against incompetent men being shipped, unless masters are compelled to engage only seamen who have such discharge. If continuous discharges are made compulsory, in the opinion of the seamen of the Bristol Channel, it will prevent failures to join, which are pretty rife at the present moment, and will considerably check desertions abroad. The seamen think that the report of character should not be solely in the hands of the master. We believe that if the continuous discharge system were made compulsory it would be a benefit to the seamen themselves. That is our contention. I believe it would, in time, make a much better class of men follow the sea.

1894. You think it would be popular with the good men?—Yes.

1895. And would have a tendency to steady the weaker ones?—I think it would weed them out in time.

1896. The seamen would value a continuous form more than the present certificate of discharge?—Yes. If a man commits himself during one voyage, and gets a bad discharge, he feels now that he can destroy it and use his good ones when seeking other employment.

1897. With regard to the question of making a continuous system compulsory, do you think it should be the only form approved by the Board of Trade?—Yes, and that no man should be engaged without a certificate showing him to be qualified.

1898. Do you mean that he should not be engaged unless he is able to show his rating qualifications by his certificate?—The continuous discharge would have a similar effect.

1899. And might be used instead of a rating certificate?—Yes.

1900. But that would not alter the present system, by which a master can take a seaman without a discharge if he chooses?—It might be made compulsory.

1901. But we may mean different things by compulsion. By compulsion may be meant either that no man should be allowed to be shipped without a discharge, or that a continuous discharge shall be the only form approved by the Board of Trade, and, therefore, the only one that can be used?—Yes, the discharge should be produced before engagement.

1902. Do you hold the opinion that it should be purely and simply a record of service, and should not contain a record of character?—Quite so.

1903. You know that seamen can now refuse to have any record of character?—It is not popularly known.

1904. What would you think of a system of continuous discharge certificates, each of which contained, on the face of it, only a record of service, but upon the back of which an indication of character might be marked if the seaman chose to ask for it?—I think pretty much the same thing would apply as to the present system. If a captain intends to give a bad discharge, he marks it "decline," and if the seaman asks him to decline that would be about the same thing.

1905. At present the seaman has the option whether he will have a character at all, and if so whether he will have it on the back of his discharge certificate or on a separate sheet; would you not leave him that option?—I don't think it would improve matters to take it away from him, but if a man has not a V.G. it will be taken as a bad indication.

1906. If the man chooses with his eyes open to decline a character, you would not take that option away from him, would you?—No, but it would not improve his position.

1907. What effect do you think a continuous system would have on desertions?—I think it would have a very good effect. At present men are very apt to desert from foreign ships in British ports; they are induced by

crimps and boarding-house masters to leave with the promise of being put into English vessels, at a higher rate of wages. Very often such men find that these promises are not realised, and they desert the first opportunity. That refers to foreign men. Besides, we have a large number of Britishers who regularly, two or three times a week, will sign themselves on for vessels with no intention whatever of going on board. Other men have to be put on in their places.

1908. At the last moment?—Yes. It is done simply to get the advance note, and perhaps take advantage of some out-fitter.

1909. You think a system of continuous discharges would have a tendency to check desertion?—Yes.

1910. Is there anything else you would like to tell us?—Well, this matter of engagement and discharge of seamen is a very broad question, and one could suggest many things as a remedy for existing grievances, but I believe a continuous discharge system would make the Mercantile Marine a great deal better than it is at present. As things are now, almost anyone can be shipped on board a vessel as a sailor or fireman, and the class of men going to sea out of Cardiff at present is anything but what it ought to be.

1911. Quite apart from any question of the amendment of the law, you think the adoption of a system of continuous discharges would be of advantage to the seamen?—I think it would be a very great benefit, provided the report on character is left out. Otherwise, a good man might suffer through a bad master, or a bad man might fare too well at the hands of a good master.

1912. Then, subject to what you have said, you approve of a continuous discharge system?—Yes.

1913. (Mr. Clark Hall.) I see in your hand a certificate of discharge marked G. for conduct and ability; how would masters generally construe that?—As a bad discharge.

1914. Is it possible that the master who gave it thought G. was as good as any man was entitled to, and never gave V.G.?—That may have been so.

1915. Seeing that some masters think G. the best they should give, would it not be well that the confusion which arises from the different meanings attached to G. should be obviated?—I believe one firm gives nothing but G. That firm is well known about the Liverpool district, and that firm's discharges are looked upon as good discharges.

1916. (Mr. Howell.) Is that the Cunard Line?—Yes, I believe it is.

1917. (Captain Chalmers.) Then you favour the book system of continuous discharges?—Yes, similar to the Royal Naval Reserve book.

1918. About the same size?—Yes.

1919. How full would you make the book—I mean how many voyages would you like the book to include?—There ought to be sufficient for ten years' voyages. Of course, when the time comes for the book to be renewed, a summary of the first book could be entered in the earlier pages of the second book.

1920. The seaman would not object to give up his book at the time of the engagement?—No, I should think that ought to be done.

1921. That would have to be done?—Yes.

1922. Having given up his book at the engagement table, should the engagement be entered on it there and then, or would you rather wait till the end of the voyage?—The engagement could be entered in the book at the same time as the seaman signed the articles.

1923. And if the man failed to join or deserted, what should then be done?—The book should be returned then to the Board of Trade.

1924. When the seamen have signed the articles, should the books be handed to the master?—At least until the vessel sailed; but in the case of any man not turning up or turning up incapable, his book should be handed over to the Board of Trade officer at the port, and the man would have to apply to that officer for his book. I think that would have a tendency to stop many of the men getting drunk.

1925. Supposing the man joined, his book would remain in the possession of the master for the whole of the voyage?—Yes.

1926. What would you propose to do in the event of desertion at a foreign port?—The master would be responsible to the Board of Trade for the return of the book.

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1927. Until he arrived home?—Yes. The master would give it up to the Board of Trade officer when the vessel was being released.

1928. But how is the man who has deserted abroad to get home from the port where he deserted?—If he commits himself he must do the best he can. If he has offended he must suffer.

1929. Could you not suggest some means of dealing with such a case?—If a man is left in a foreign port as a British subject, the British Consul there is responsible, and when he arrived home he would have to apply to the Board of Trade for his book.

1930. Would you not rather suggest that, as the Consul is responsible for the man when he is at the port, the book should be handed to the Consul?—There may be considerations in favour of that, but I would rather it was returned to the Board of Trade.

1931. In the case of a port where some new industry was springing up, such as gold-digging, and you had a lot of desertions, you would have the State charged with the duty and cost of sending home a large number of distressed British seamen, otherwise deserters, who could not get ships without books?—I think there are few places where there are such strong inducements for men to desert, but whether there are inducements or not, it is wrong for a man to desert his vessel, and if he does that he ought to suffer for it.

1932. Would you not rather favour a system that if a man deserted, and the book was left with the Consul, and the man turned up three weeks or a month afterwards, the Consul might say to him: "Here is your book, but it must bear a record of your desertion," or, "I will hand it to you in order that you may sign on to another ship"?—That would be a very good system if it could be properly carried out, but I am afraid it is open to abuse.

1933. Why should it be open to abuse? Why should the Consul be any more likely to abuse his power than the superintendent of the Mercantile Marine office?—The Consul is in a foreign port, and not surrounded by others who may have an interest on the seaman's behalf. I don't think that as a rule the Consuls care to be troubled more than they can help. Most of these matters are relegated to the Vice-Consul. In American ports, where most desertions take place, and where men are induced

to leave vessels through promise of higher wages, if they can get their discharges at once there would be no restriction to employing them in other vessels, whereas if the books were returned to the United Kingdom they would not have their discharges, and I think it would be better in the long run if the books were returned to the United Kingdom.

1934. Don't you realise that your suggested system would impose upon the men the punishment of not being able to earn their livelihood for a considerable time?—I think a man who has done wrong ought to be punished or to suffer some penalty. Desertions are far too frequent, and good men have often a difficulty in getting employment owing to the numbers who desert. If the continuous system were introduced, a better class of men would go to sea, and the worst might find occupation somewhere else.

1935. Do you not see that besides punishing the man in such a case, you are punishing the English taxpayer, who is compelled to send the man home?—If the continuous system were carried out there would be fewer desertions.

1936. You think the scheme would work out its own salvation?—I do.

1937. You hold that a continuous form should simply bear on the face of the leaves of the book a record of service?—Yes.

1938. The back of the page could then be left blank, so that the seaman could exercise his option, and say to the superintendent, if he liked, "I want my character stamped on the back"?—Yes, I would favour that.

1939. Or the man could say, "I want that left blank." Would you leave him that option?—I think that would be best, but I would not leave it to the captain.

1940. In case of a man really losing a book, and having to apply to the Registrar-General for a duplicate, he would have to pay a fee representing the value of the new book?—Yes.

1941. You think there would be no hardship in that?—No.

(*Mr. Howell.*) We are obliged to you for your evidence.

*Mr. William  
Brown.*

MR. WILLIAM BROWN, North Shields, called; and Examined.

1942. (*Mr. Howell.*) Will you tell us what is your position?—I am secretary of the North Shields branch of the National Sailors and Firemen's Union, and I am a member of the North Shields Local Marine Board.

1943. How long have you been there?—I have been there ten years.

1944. And you have left the sea for that period?—Yes, I had sixteen years' previous experience at sea, in all kinds of vessels, and for some considerable time I was boatswain for the Tyne Shipping Company. During the ten years that I have been local secretary of the Seamen's Union I have been present when thousands of seamen have been discharged.

1945. What opinion have you formed with regard to the proposal to have continuous discharge certificates in place of the present system?—My opinion is that it would be beneficial to both owners and men, provided they were compulsory. We have a class of men who make a regular practice of shipping possibly two or three times before ever they mean to join a vessel.

1946. When you speak of the continuous discharge form being compulsory, I suppose you mean that it should be the only form approved by the Board, and that everyone should be compelled to take it who had any discharge certificate at all?—Yes.

1947. Your opinion is that discharges now are given too lightly?—Yes.

1948. "V. G." being often given to bad or doubtful men?—Yes.

1949. And a bad discharge sometimes given for insufficient reasons to good men?—That is so.

1950. I think you want to tell us something about what are called field days?—One of the principal causes of trouble on board ship is what is called "field days." On a number of vessels that have signed off at North Shields during my term of office there has been a great disturbance

in consequence of men being compelled to work field days on the passage home, and quite a large number of seamen have been tried before the magistrates at North Shields Police-courts and condemned to terms of imprisonment because they refused to do these field days, without having any allowance in time or remuneration. That caused much dissension among the seamen.

1951. You refer to extra work without extra pay?—Exactly so, without either extra pay or allowance of time; the result may be in the case of a deck hand that he may have the usual watch duty, and in the afternoon, when he should rest, he is put to extra work, making up the whole to an excessive total.

1952. Your position is that the men are overworked, and that the conditions are not so safe and satisfactory as they should be?—That is so.

1953. Have you had experience of cases of that sort coming before the Courts?—Yes, several men have been sent to prison for refusing to work field days, and complaining of being over-worked on account of field days. Some vessels are much heavier to work than others. In the lighter vessels, where the work is not so laborious, there is not the same amount of complaint. In the stoking department the work is, of course, much more trying, with the result that, after four hours' stoking, men are practically exhausted, and should not be called upon to do field-day work.

1954. Your contention is that, in these circumstances, they are over-worked?—Yes.

1955. What has been the result of those cases?—In some instances they have been able to prove that the work was really too much for them, and in other instances they have had to go to prison.

1956. Although these may be, in your opinion, very good men, they may get a bad discharge through these field days?—Undoubtedly. I could cite cases.

1957. You think that, on the whole, the present system of separate sheet discharges has not worked well?—Certainly not.

1958. And that a system of continuous discharges would work better?—Yes.

1959. And would be in the interests of both master and men?—Yes, providing the master has not the sole prerogative. Some time ago, when I left the Tyne Shipping Company, I applied for a situation then vacant under the Local Marine Board at South Shields. I thought that, as a seaman, I should have an opportunity of sending in my application and references. When I left the Tyne Shipping Company I neglected to ask the master for a reference, and when I left the London Blue Anchor Liner Marumbige, I neglected to get a reference, with the result that my application was thrown aside on the ground that three references from my previous employers were required.

1960. I suppose your point is that the Local Marine Board were not prepared to accept the discharges alone as a record of character?—Yes.

1961. And you were asked to supplement them with special certificates and references from your employers?—Yes, I did so. When my vessel came back I asked Captain Pilkington, of the s.s. Marumbige, and got a first-class reference. I sent a copy of it to the Local Marine Board, in order to show that at least I could get a first-class character from my late employer, but the Local Marine Board were not, apparently, prepared to accept the discharges alone.

1962. Why do you think that the continuous discharge form would be better than the present system?—In every large shipping port, especially taking the three on the Tyne, which are in close proximity, it is quite possible for a man to go back and forward from North to South Shields or to ship from Newcastle, and a man may sign on for the purpose of getting the advance note without any intention of really joining the vessel. As a member of the Local Marine Board I have had many complaints of that sort. If I may be allowed to make a suggestion, it is that the superintendent of the Local Marine Office should retain the discharges of the men who sign. If a man, through ill-health or an accident, is unable to join his vessel he could bring a report to the superintendent at the port where he signed and he would be able to recover his discharge, but in the case of men who fraudulently signed on without any intention of joining, I think I should make them go for some stipulated time before they recovered their discharges.

1963. Do you think that the men would value a system of continuous discharges?—I am positive that they would; the respectable and steady men would value it, and, besides that, I contend it might be the means of steadying other men.

1964. Is there anything else you would like to tell us?—I don't think there is anything material I would like to add, except a question, perhaps, which may be apart from the subject undertaken by this Committee.

1965. What is it?—It is that I hear complaints very bitterly made, and I have written to the Board of Trade about it, in respect of seamen being left in a particular port and having to wait too long before being paid off, which prevents them getting away as soon as they should. Some arrangement might be made by which the men should, under certain circumstances, get their money at the Local Marine Office, and then they would be able to proceed home and escape many of the dangers into which they fall through getting into the hands of people from whom they sometimes have to obtain money at an exorbitant rate of interest.

1966. You think it a bad thing to keep men hanging about in a strange port?—Yes.

1967. (Mr. Clark Hall.) Are you aware of cases in which masters habitually give G. instead of V.G. in their discharges?—No.

1968. But you have heard that there are such cases?—Yes.

1969. What effect would that kind of certificate have upon a seaman's prospects of obtaining further employment?—It is fairly well understood in the North, where it is habitual with some liners, not to give V.G. So far as the general tramp trade is concerned, both in the North and South, V.G. is generally given, and it often happens that, rather than go to the trouble of having

to make a report or cause a scene, the master will give a man V.G., even when he has determined not to take that seaman back with him again. *Mr. William Brown.*

1970. That is not my point. When a master is being interviewed by a sailor with a view to engagement, if he sees the seaman produce only a G. discharge, he has grave doubts whether that man's character is V.G.?—That is so. He would probably not accept him. I have sixteen years of discharges, but once I got a decline. I had gone twice in the same vessel. We had a bad passage, and ran short of provisions. The master and I had some words, and in spite of being in the vessel before with a first-class discharge, I got a "decline." We think that where a man has been seventeen voyages and got V.G. for conduct and ability, it is not fair that he should be let down the eighteenth voyage by the master alone, without appeal, simply because the man may have come in contact with the skipper at a moment of temper, perhaps on some frivolous point. The master should not have the sole prerogative.

1971. You have not dealt exactly with my point. I was speaking of the value of G. as compared with V.G., or "decline." Does G. mean very good?—No, G. means practically "go."

1972. (Captain Chalmers.) You spoke as if a man who got V.G. seventeen times, might find all that extinguished by the fact that on the eighteenth voyage he got a bad character, but is that reasonable?—It may be unreasonable; but the engaging officer always asks for one's last discharge. If the last one was a bad one, and has been destroyed, the officer will ask what the man was doing in the interval since the previous discharge. The man may say, as I have to admit that I myself have said under such circumstances, "I was working ashore during the interval." That was an absolute lie, but I simply told it because I knew it would be no use to present a "decline," and the earlier date of the preceding certificate might excite suspicion.

1973. You think that officers, when they take men's discharge certificates, examine them very closely?—I am positive they do. I see it every day. At Newquay, North Shields, on any particular day you may see from two to three hundred men looking for employment, particularly if there are many ships in port. When a chief engineer or first officer comes up, the men crowd round him, each one offering his last discharge. If the last discharge is a bad one, it is not there but is left out. This may leave a gap of a month or six weeks, and the officer will ask what were you doing during that time. The seaman may reply, "I was working ashore," although possibly he may have been to Montreal and back with a bad discharge. If a seaman deserves a bad discharge he ought to get it, but the master ought to state some reason why he has given it. Often the master will give a man a better discharge than he deserves in order to avoid the bother of stating why, but he must at the same time resolve himself never to have anything more to do with the man; so someone else has to employ a man who may be not only incompetent as a seaman or fireman, but also have a bad character.

1974. If we have been told by any witness that, in the engagement of crews, men crowd round the officer so much that he has not the opportunity of examining their discharges, would that be true?—No.

1975. You think that in most cases the officer closely scans the papers?—That is so. In many instances on the Tyne the men are engaged before they come to the office at all. So that when the officer comes he simply reads the list of names and the selected men pass in to the office to sign.

1976. Have you ever seen a man with a discharge on which there was no character at all?—Never.

1977. In all cases it has been marked either G., V.G., or Decline?—Yes, that is so.

1978. Have you known that men, on being paid off, if they suspected they were going to get a bad character, could refuse to have that part of their discharge filled in?—Perfectly.

1979. Do the seamen know that?—I don't think they really understand that they can refuse to have a character from the master, and if the space was left blank the seaman might possibly fill it up himself in ignorance of the fact that in doing so he might bring himself under the law.

1980. If a continuous form of discharge were adopted, those responsible for it must be careful to guard against that?—I hope that at least the prerogative of the master will not be left—that his will not be the sole power.

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1881. You favour the continuous discharges being in book form?—Yes.

1882. Suppose you have on the face of the page the name, age, and description of the seaman, his rating, the name of the ship, the date of engagement and the date of discharge?—Yes.

1883. Then on the back of the leaf will be a blank space, and if the seaman likes to say to the superintendent, "I want a copy of my character as it appears on the official log stamped upon that space," he has the option to demand that under the Act at present. Would you still retain that option?—I hope not.

1884. Why do you want that altered?—I should still allow the master to give the man a character for conduct and ability.

1885. He is bound to do that in the log?—He is the man who can do it, but if the seaman has been a voyage in the ship with a first-class character, and then, through some little dispute or from spite, a worse character is offered him for a second voyage, the seaman ought to have the power to appeal to some tribunal to compel the master to give him again a first-class character or to state the reason why.

1886. Don't you recognise that the character which appears in the official log is the individual opinion of the master, and that no tribunal or authority can alter his individual opinion. Has a captain not a right to form his own opinion as to the character and the services rendered by the men who engage under him?—I should think so.

1887. Then how are you going to prove that the entry in the log is not his individual opinion?—I have tried to point out that by the case of a seaman who makes two voyages in a ship. Suppose that for the first voyage he gets a V.G. for both conduct and ability; but in the second voyage, if the man says "No" when called upon to do something he ought not to be called upon to do or is unable to do, down goes an entry in the official log for insubordination or refusal of duty. The man should have an equal right to prove that the orders were unreasonable or that he had not refused, and that the master should not have written "Decline" or "Decline to report," which latter is somehow considered rather more serious.

1888. Then you don't think we can leave the space at the back of the page blank? At present as the law stands a seaman can say to the superintendent, "I don't want any report of my character upon my discharge or otherwise," or he can say, "I want the report on my character stamped upon the back of the page"; or he can say, "I want the report on my character copied upon a separate sheet of paper." Don't you think the seaman should be left that option, or would you wish to alter the law in that respect?—I think that to make a continuous discharge of any value at all to the seaman, an alteration is necessary,

and that a seaman should have the power of appeal in the event of a previous character being unfairly and unfavourably altered by the same captain.

1889. You think the seaman's option of refusing a character is not sufficient?—I don't think so, inasmuch as the seamen generally are not acquainted with the fact that they can refuse.

1890. Would you favour the men being asked by the master at the time of engagement to give up their books to him?—I would.

1891. And the books to remain with whom?—With the superintendent until the ship sails, and then either sent on board along with the articles, or retained by the superintendent as might be arranged, the latter by preference, because a seaman might meet with an accident or fall sick, and fail to join. Such a man should be able without undue delay to recover his book; but we do want to stop the system now rampant all over the country, in every large seaport, of allowing men continually to sign and then deliberately fail to join over and over again, for the purpose of bilking somebody out of an advance note.

1892. If a man failed to join, and the master had to ship a substitute, he would send back the absent man's book to the superintendent?—Yes, that is so; but in the event of a seaman persistently and repeatedly failing to join, I contend that his book ought to be retained for a time.

1893. Would it not be sufficient for the book to show that he had deserted?—Yes, the same thing would apply.

1894. That might punish him enough?—Quite so.

1895. In the event of losing his book, what should the seaman have to do to get a duplicate?—The seaman should have to apply to this department, as he does at present for copies of his discharges; and he should be charged, and charged stiffly, so as to make him more careful not to lose it. At present we have to pay for copies of our discharges, even if it is the mate who loses them, or through carelessness mislays them.

1896. If the department charged the value of the new book and a fee for the entries, would you not think that sufficient?—Yes, I would.

1897. You would not make the charge stiffer than that?—Not unless a careless seaman persistently made a practice of losing his book, or backing out after having signed on. The number of desertions abroad and of failures to join is very large. The object I have in view is to assist the owners and bona-fide respectable seamen. The owners would benefit by the men coming forward at the proper time fit for their work.

1898. (Mr. Howell.) You think the continuous form would improve matters all round?—That is my opinion.

We are obliged to you for your evidence.

Captain T. D.  
Bulkeley.

Captain T. D. BULKELEY, called; and Examined.

1899. (Mr. Howell.) You have come, I think, to give us evidence on the subject of continuous discharges. Will you tell us first what your experience has been?—My experience has been, in a sense, rather limited, as I have been all my life in the service of the Royal Mail S.S. Company.

2000. Are you still with them?—No, I resigned last year.

2001. You left the sea last year?—Yes.

2002. What is your opinion of the proposed adoption of continuous discharges in place of the present system?—I think continuous discharges would be a very good thing, and would prevent a great many desertions and failures to join, specially if the books were passed over to the master as soon as the seamen had signed.

2003. You think that a form of continuous discharge should be the only form approved by the Board of Trade, and that, therefore, every man should take it?—I think it should not be optional, or it would lose its value.

2004. Do you think it should be a record of service pure and simple, or also a record of character and ability?—Both.

2005. That it should be a complete history of the man from his first voyage, a record of his service, with the opinion of each master as to his character and ability?—Yes, with a certain proviso that it should not be left entirely to the master to give the seaman a character.

2006. Not entirely to the master?—If the master is

going to give a bad character it should be verified from entries in the log-book and endorsed by the marine superintendent.

2007. The character should only be based on the entries in the log?—Yes.

2008. You recognise, I suppose, that the character given at the termination of the voyage is the expression of the individual opinion of the master. Take the case of a cook, for instance, as a good many complaints at sea arise from bad cooking. Don't you think the master is the person most competent to give a character?—Certainly.

2009. It has been suggested that if a seaman was dissatisfied with a character given him by the master, he should have a right of appeal to the Board of Trade, or some other authority; but we see great difficulty in that, as the character is the captain's opinion. He may say this man is a bad cook, and, when the man is brought here, the charge may be denied, but how are we to discriminate between the two?—I think the master is the proper person to give the certificate; at the same time I think it should be verified from the log by the official before whom the seaman is discharged.

2010. You mean that the captain should be prevented from giving a bad character through mere caprice?—Yes, quite so.

2011. No doubt you hold the opinion that the "V.G." discharge is often given too lightly?—Yes.

2012. That a bad man or an indifferent man often

gets too good a discharge, and that, on the other hand, a good man sometimes gets a bad discharge through caprice?—Yes, I think that does happen.

2013. And you would wish to see that changed?—Yes. That is why I think the character should be verified by reference on the part of the Board of Trade to the entries in the official log.

2014. You know that at present the seaman need not take a character at all unless he likes?—No; but he should be forced to take a character.

2015. You would advocate that, which would involve an alteration in the law?—Yes.

2016. Under the existing law a seaman can refuse to have a character, if he chooses, or can have it written on the back of his discharge, or upon a separate slip of paper. Would you rob him of that option?—If a seaman refused a character, it would be tantamount to having a bad one.

2017. Exactly, and, having regard to that fact, would you still rob the seaman of his present option?—Yes, I think so.

2018. You would force him to take a character?—Yes, or "decline to report."

2019. On his continuous discharge?—Yes.

2020. I see that your object is to have on the continuous discharge a record of the seaman's services, character, ability, and everything. So that a master may be able to take up the book and see from it not only the experience of an applicant, but also the manner in which the man has performed his duties, according to the opinion of his former master, as certified by entries in the official log?—Yes.

2021. Is there anything else you would like to add?—I think the continuous discharge book might contain records extending over a period of five years.

2022. Is there anything else you would like to lay before us; if so please do so quite frankly?—I think the continuous discharge system would be a great advantage to men who wish to have a good record, but it would not at all please the bad men.

2023. A continuous discharge system would be popular with good men?—Yes, but utterly condemned by the worst class.

2024. Perhaps it might have the effect of turning some of the inferior class into good men?—Yes, probably.

2025. They would take more care?—Yes, a continuous system would prevent the robbery and exchange of discharges, which we now find very misleading.

2026. You mean the use of bogus certificates?—A certificate obtained from someone else and altogether untrue as a description of the man who presents it.

2027. Would a continuous system check desertion?—Yes, I think so. I am assuming that a description of the seaman would appear in the book.

2028. You think it should include that?—Certainly.

2029. Then you think that for all the reasons you have mentioned the continuous discharge system would be a great improvement on the present system?—Yes, there might be a little friction at first; but after a time it would work well.

2030. If intelligently worked out it would be a distinct advantage?—Yes.

2031. (*Mr. Clark Hall.*) When you are discharging a crew, do you give them a V.G. or a G.?—If a man has been logged, and we don't wish to give him the best character, we give him G. "Decline to report" is considered a bad character.

2032. I suppose you know that some "lines" never give better than a G.?—That is so; but it is not our practice. We try to qualify and discriminate as fairly as possible.

2033. If your chief officer in collecting a crew saw a man with a G., would he not be apt to look upon him as rather an inferior character?—Yes.

2034. (*Captain Chalmers.*) Why do you hold that a certificate of discharge, which is simply a record of service, or intended to be such, should bear on it the character of the seaman? I am referring to the fact that the Merchant Shipping Act places the obligation upon the master in paying off his men to hand to each man a certificate of discharge which is necessarily simply a record of service. Why do you want to add the character to it?—Indications of character were intro-

duced by the Board of Trade, which left spaces or discs for the purpose, and it was naturally supposed that the master had to fill them up.

2035. I suppose you recognise that the master has no right, unless with the seaman's consent, to put anything upon the discharge with regard to character?—I believe that is so by Act of Parliament; but the generality of seamen don't know that.

2036. The position really is that the seaman is entitled to ask the superintendent, who is alone empowered to endorse on the certificate anything as to character?—I was not aware of that.

2037. You were not aware that the master's duty was done when he filled up the record of engagement and discharge?—We have never had any disputes on the subject, and have not gone into any of these legal points.

2038. I suppose you think it was the presence of these discs that made it grow into the minds of masters and seamen alike that these spaces had to be filled in, and that there was no option?—Yes; that the masters had to give a G. or a V.G., or a "decline to report."

2039. Now that you understand the condition of the law, do you or do you not think that the option should still be left with the seaman, and that the back of the discharge should be left blank so that the seaman, if he wishes, could ask the superintendent to stamp upon that space the report as to his ability and conduct?—If a continuous discharge is going to be put in force, I think it ought to be filled up by the master and verified by the superintendent.

2040. Do you think it is worth changing the law to attain that?—I think so.

2041. Although it would involve all the labour of an alteration in the Merchant Shipping Act, and although if the man presented a continuous discharge book with the back of the sheet blank as to character, you could question him as to the reason, and judge whether or not he was a doubtful person. If there was no indication of character on the certificate, would you not consider the man a doubtful character?—Yes.

2042. Would you not be protected in that way?—Yes; but it would be better to have the matter settled at once and definitely.

2043. Do you think it is right that the power of the State should step in and compel a man to receive a report of his character—a form of compulsion never heard of?—I think in the case of seaman, the character ought to be placed on his discharge. It is absolutely necessary for the safety of the crew and passengers, as well as of the ship itself, that you should have the best material you can get, especially considering the trouble and annoyance that many men cause.

2044. Suppose you carry the requirement into another grade, and were to say that officers and masters who get engagements through their certificates must be compelled to accept, upon their certificates when they left, a report as to their character?—It is the same principle, and I don't think the officers would object to it. I have got some discharges and they are all "decline to report," which is tantamount to bad and therefore perfectly useless, but that is the practice of our line with the officers. When I went up to pass the examination for master I had to get a certificate from the company.

2045. (*Mr. Howell.*) And then you no doubt got a first-class one?—Well, they stated that I had served with diligence and sobriety.

2046. It is simply the practice of the line, is it, to put "Decline to report" on officers' discharges?—Yes.

2047. (*Captain Chalmers.*) I think you said that if a master wanted to give a bad character or a "Decline to report," there should be a power given to the superintendent or someone else to forbid him to do that unless there was a specific entry in the log-book as to some act of insubordination or some other offence?—That is my opinion.

2048. Have you not had experience at sea of men who have been idle and disobedient, almost to the point of insubordination, but have just stopped short of that, and who know how to prevent getting an entry against them? How are you going to treat that class of men, which is a frequent class in large ships?—In a case where there was subsequent good conduct, and where there was the risk of undue injury to a man the entry could be cancelled.

*Captain T.D. Bulkeley.*

18 July 1892.

*Captain T. D.  
Bulkeley.*

18 July 1899.

2048. I am supposing you have no entry; that the man is idle and disobedient, but stops short of insubordination; that he always gives slow relief at the wheel and the look-out, just grubbing along, and that at the end of the voyage there is no entry against him. Is the master, because there is no entry, to give such a man a "V. G." certificate?—Practically, the master might arrange to have that man logged; and an entry made in the official log that although the man's ability was V.G. his general conduct was objectionable to the officers, and deserving only of a G.

2050. Do you mean that he might bring an irritant into force?—Yes, if the man was such a trouble, but that is not right or wise. The only other thing one can do in such a case is to give the man a G. discharge and not engage him again.

2051. Pass him on to somebody else?—Yes.

2052. Is that wise or fair?—It is not right.

2053. Is it not better to leave the law as it is and let the report on character be quite optional?—That seems a fairly good alternative.

2054. Do you think that masters would co-operate with the Board of Trade in bringing a continuous system into force?—I think so.

2055. At present, there is nothing in the law when a master is engaging a crew to compel the men to produce their last discharges, or to produce a continuous book form; do you recognise that fact?—Yes, but the master need not engage a man unless he produces it; and the master in engaging a man looks as much to his record of ability as to his record of conduct.

2056. Could we depend on the masters refusing to ship one single man who does not hand in his continuous book?—Except under the most exceptional circumstances, where a master might be obliged, at the last moment, to take substitutes in order to work the ship.

2057. I was speaking of men in the engagement office; can we depend upon the masters insisting that they should produce their continuous discharges?—Yes.

2058. So that practically the system would become compulsory, through the masters demanding that the book should be produced or otherwise refusing to engage the man?—Yes.

2059. Upon the book being produced, would you advocate that the superintendent should, there and then, enter in the book the date of engagement?—I think it would be well if he did so.

2060. And that he should after that hand all the books into the custody of the master?—Yes.

2061. In the case of tramp steamers, where there are more desertions and failures to join, the captain sends back, when he is on the point of sailing, a form called Eng. 2, which is a return of the changes in his crew; do you think the captain would also undertake to send back, at the same time, the books of his men who had failed to join?—Yes, I think that ought to be done. It would be a very bad record if the engagement were entered on the continuous discharge and there was no entry of the discharge.

2062. Would you advocate when the superintendent got that into his possession, he should put across it, the words either "failed to join," or "deserted"?—Yes, unless the man could show a very good reason why he had failed to join, such as sickness or accident.

2063. Even under those circumstances, would you not

still be compelled to put a similar entry upon his discharge certificate?—Yes, but I think "failed to join" would be sufficient.

2064. In the case of desertion abroad, what do you think the master should do with the books?—He might hand it to the consul.

2065. You think that would be best?—Yes, or to the shipping master, where there is a shipping master.

2066. In places like Gibraltar and Malta?—Yes; in some of the British Colonies they have shipping masters.

2067. In cases of shipping men abroad from a consulate, would you also demand the book to be produced?—Yes.

2068. Would you not ship a man unless he could produce his book?—No, unless it was absolutely necessary at once to fill up the complement of the crew, and under these circumstances, so long as an applicant says he is a seaman, you must take his word for it.

2069. If you were engaging a man who consistently declined to have any report on his character endorsed upon his certificate, what opinion would you form of him?—I should think there was something wrong with the man's head, and I should decline to ship him.

2070. You would think him not a good character?—I should think it rather an indication of bad character.

2071. If we are told that the introduction of a continuous discharge system might lead a large percentage of the seamen in their desire to make it a mere record of service, to decline to have their character stamped on it at all, what would you say then?—I don't think I could have any remedy.

2072. Would it not be some remedy if your engaging officer were to examine the discharge closely to see whether the record of service was fairly regular and unbroken, and did not include any desertions?—Yes, that would be some indication.

2073. Don't you think it would be sufficient indication, although it might involve trouble, to scan the entries closely?—Yes, but I don't think such a case would occur. If it did occur we should have to rely upon the man's record of service.

2074. But you think that reliance on the man's record of service alone would not be a safe guide?—I think it would not be entirely safe, and I think that any proper-minded seaman would prefer to have a record of his character and ability.

2075. You think the masters will do all they can to assist a continuous scheme?—I think so, and also that those in authority at the Seamen's and Firemen's Office would do so.

2076. You don't think it should be made compulsory for the master, at the last moment, when engaging substitutes, to absolutely require the production of the book?—No, because a master is severely handicapped at the last moment, because he must get his ship to sea and take the best material he can get. I have had to pick up men at Gravesend who came alongside with their bag and baggage, along with perhaps one solitary discharge.

2077. Which perhaps they may have bought?—Yes, but the ship must not be detained, and it would be only a small percentage of the crew who would be engaged under such circumstances.

(*Mr. Howell.*) We are obliged to you for your evidence.

## NINTH DAY.

Thursday, 23rd November, 1899.

## PRESENT :

The Right Hon. the Earl of DUDLEY (*Chairman*).

Captain A. J. G. CHALMERS.

Mr. J. CLARK HALL.

Mr. W. J. HOWELL.

Mr. C. HIPWOOD, *Secretary*.

Mr. G. A. LAWS, called ; and Examined.

Mr.  
G. A. LAWS.  
23 Nov. 1899.

2078. (*Chairman*.) You are, I believe, the General Manager of the Shipping Federation?—I am.

2079. Does the Shipping Federation represent a large proportion of British sea-going vessels?—Yes, about nine-tenths of our sea-going vessels.

2080. I understand that the Chamber of Shipping, as well as the Shipping Federation, have asked you to come and give evidence on their behalf?—That is so.

2081. You know there is a proposal that the Board of Trade should change the present form of discharge, and should adopt some form of continuous discharge instead of the present separate discharges ; and this Committee has been appointed to inquire into that proposal, and to report as to whether or not it is feasible?—Yes. I understood that to be the origin and object of the Committee.

2082. I understand that your Federation has for some years had a continuous form of discharge, resembling to some extent the form of discharge which it has been recommended that the Board of Trade should adopt ; but is it not a fact that the continuous record of service which your form contains is really incidental to the real reason why it was adopted. What I mean is this :—I take it that the primary reason for your adopting a continuous discharge is that you may have the men in your service continually employed—that you may retain the services of the same men, and also with a view to the adoption of some kind of insurance or benefit arrangement?—To some extent that is so. We copy the Naval Reserve book as a form of continuous record, and then we made it dependent upon a benefit scheme.

2083. Yes, but am I right in assuming that it is in order to work your benefit scheme, and that you may continually employ the same men, that you have adopted this system of continuous discharges?—Entirely.

2084. Will you please explain to us what is the main point of your scheme?—Yes, it may be described as follows :—

- (a.) The general principle which underlies the Federation Registry and Benefit System may be described as the "*encouragement of steady seamen*," by the offer of constant employment and material benefits payable for loss or accident during faithful service.
- (b.) The system may be considered under two heads, viz. : (1) Registry, with a ticket ; and (2) Benefit Registry, with a continuous record of service.
- (c.) The registry tickets are of two classes, viz. ; paper and parchment. Both of these admit to employment in federation vessels.
- (d.) The paper ticket is issued to seamen who do not desire full registry leading to benefits. The tickets cost nothing, and are merely passes to employment after sighting papers, but without giving any claim for preference.
- (e.) The parchment ticket represents full registry after stamping discharges. It costs the seaman 1s. for entering, and 6d. every six months for re-dating. It admits to thirty-five S.F. waiting and reading rooms, and after six months' faithful service it entitles the holder to claim a benefit certificate with continuous record of service.

(f.) The benefit book certificate costs the seaman nothing, but it must be re-dated annually, to preserve its insurance quality. The service of the holder must also be recorded each voyage (with conduct if required). Then, in case of death or personal injury, certain allowances (see Rules) are payable at once to relatives, or to the seamen themselves.

(g.) The benefit books may be forfeited or suspended for certain statutory offences, but not for strike or dispute about wages.

(h.) No entry of any offence is permitted in these books unless from the official log book, and confirmed by the M.M. Supt. when the seaman is discharged, but entries of good character are frequent.

2085. You won't employ any seaman unless he has got one or the other of the two forms of certificate you have described?—That is so.

2086. Can a man at once obtain a parchment ticket or has he to go through a kind of probationary interval with the paper ticket?—There is a probationary six months, unless he has already served six months at the time he applies—or unless he is a Naval Reserve man or a Royal Navy man.

2087. Otherwise a man would have to hold a paper certificate for six months before becoming entitled to the other?—Yes, if he could not produce some documentary proof that he had already served six months in federation vessels.

2088. Is the benefit book which you have produced given with the parchment ticket or does it require some separate qualification?—The parchment ticket entitles its holder to demand the benefit book, but some of the seamen don't ask for it. Some of them say, "We don't like to take a benefit certificate, because we don't want to be drowned this voyage." Such remarks are made by a limited number. Seamen now take the benefit book more freely.

2089. Does the parchment ticket alone carry any benefit with it?—Not by itself.

2090. But it entitles a man to ask for the book?—Yes, it is the book that carries the benefit, and he has to record every voyage in the book with his character for ability at the end.

2091. Does his benefit at all depend upon the entries in the book?—No, it depends upon the re-dating of the book. It must be re-dated once a year. He must come to the office at the port where he arrives and get his voyages entered. That is called re-dating.

2092. But if a seaman was careless about these entries and did not enter one or two of his voyages in his book, would that disqualify him from the benefit?—No. If he did not re-date when he could re-date that would disqualify him, but the voyage would be written in for him when he presented the book for re-dating. Comparatively few of the sailors write these entries in themselves ; they generally ask one of our officers to fill up what is necessary from their discharges.

2093. Do you oblige your agents to enter in these books any offence which has been logged?—No, we don't allow them to enter any offence unless the Mercantile Marine

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officer agrees that it should be so entered, and, as they have no orders to act in that way, it is not done. There are no offences entered except in gross cases where the book is forfeited, or suspended.

2094. If a man is logged for an offence, it does not necessarily appear in your book?—No, not at all.

2095. Is it only in very rare cases that the book is forfeited?—Yes, comparatively rare cases, and yet we have about 1,200 forfeited books now, in eight years, which is rather more than we anticipated in the first instance. Originally, when only the good, steady men took the books, their forfeiture was very rare, but gradually we have got beyond the best men, and we have now some men who occasionally do forfeit their books. We have about 70,000 men altogether.

2096. When a man forfeits his book once, is it forfeited for good and all?—No, not necessarily.

2097. May he recover it?—In the first instance we suspend the book; during the period of suspension he goes back to the use of his paper ticket. We don't stop him working at all. We tell him that if he can bring back a good character his book may be renewed. There are some cases where books may be forfeited for good, and finally cases such as I hope to bring before you in order to show the class of characters we are attempting to exclude and do exclude as far as possible.

2098. In the case of an offender you suspend his book and drive him back on his paper ticket?—Yes, which simply means that Federation ship masters may employ the man at their own risk, knowing that his book has been forfeited for either desertion or mutiny, or for cashing an advance note without afterwards joining the ship.

2099. In fact, you degrade the offender?—Practically it does amount to that.

2100. You put him in an inferior rank, but supposing he behaves well afterwards, and you reinstate him and give him back his parchment ticket, do you allow him at the same time to have his book entered up from the date where it was left, or do you begin him with a new book?—Very seldom with a new book. Generally we enter simply the voyage that has intervened, with the character that is given. In some cases there would be an entry that the book had been suspended between certain dates.

2101. Would that reduce the sum the man would be entitled to out of your benefit scheme?—No, not in the least. If he gets back the book he is fully covered.

2102. Is he entitled to as great benefit as if he had never done wrong?—Exactly. The only difference is this, that if there are more seamen offering with books than are actually needed, the captain has the option of choosing amongst them and giving a preference to the men with clean books. I need hardly say that I am afraid the shipmasters often do not examine the books. He sees that the man has a book and he takes the man if he wants him, but without doing much more unless there were a great many more men offering than are needed, which would give him a very free hand in selection.

2103. Although the question I now propose to put to you has nothing to do with this particular point that we have been dealing with, I should like here to ask if you have ever found that shipmasters have friends amongst crews whom they always take on, no matter what their offences or record may be?—We find that to be very much the case amongst the engineers, but not amongst the seamen. There is very little of it amongst the deck hands. A shipmaster may have a relative, such as a boy going to sea as an apprentice or as an ordinary seaman, but in the engine room an engineer frequently takes friends who have never been to sea at all, and puts them on as trimmers or something of that sort.

2104. What is the cost for clerical labour both at the ports and the head office?—The cost of the registry and benefit systems for clerical labour only is £550 at the head office and £3,500 for the thirty-five district offices. The total cost for staff, offices, waiting rooms, mechanical appliances, books, certificates, tickets, etc., exceeds £10,500 annually.

2105. I suppose a great deal of that total of £10,500 is expended in waiting rooms or offices and things of that kind, the expense of which would have to be borne whether you had a continuous discharge system or not?—Only a small proportion of it. Our total cost is about £15,000, including our registry offices, etc., which are also used for other purposes. We have over 180,000 tickets issued, and there are only about 70,000 benefit books; but we don't, in our own minds, make any de-

duction on that account; and to carry on the benefit scheme itself we should require this outlay.

2106. The whole £10,500?—Yes. We have some extra outlay for outdoor officials and messengers who might not be all required if it was only a benefit scheme.

2107. A number of officials would not be required if you had no benefit scheme?—I should think about one messenger in each office or one outdoor official.

2108. Do you think that the whole extra cost entailed upon you by the benefit scheme amounts to £10,500 per annum?—Yes, that is what we estimate.

2109. Would you save that amount if you did as other shipowners do in the matter of engagements?—Yes, if nobody else took up the benefit scheme and we allowed it to lapse.

2110. Supposing you did as other shipowners do, and engaged seamen in the ordinary way, and did not have tickets or a benefit scheme, would that save you £10,500 a year?—Yes, I think it would; if we did nothing to try and regenerate the seamen we should save the whole outlay. The amount I have quoted is purely for staff expenses and appliances, and does not include the cost of our erections and buildings where these are required for other purposes.

2111. Do you yourselves subscribe to the benefit scheme, or is the fund got together by the men?—The seamen do not pay a farthing for it.

2112. You yourselves do the whole of it?—Yes.

2113. I suppose the shilling you charge for the parchment ticket goes towards the expenses?—No. We have thousands of parchment tickets in currency where the men have never taken books.

2114. Does the price they pay for the parchment ticket go into the benefit fund?—No, it goes only a very little way towards providing the various waiting rooms and comforts with which they are furnished. The seamen without the ticket would not be entitled to use those rooms and to smoke in them, and rest, and read papers and write letters. Perhaps all that is, to some extent, rather sentimental, nevertheless we do it.

2115. I don't think it is sentimental. I understand the books have to be renewed annually, and that a considerable number are lost or destroyed?—A considerable number of paper and parchment tickets and benefit books are lost and destroyed annually; if by wreck or accident no duplicate fee is charged, if otherwise a shilling is charged for book and sixpence is charged for re-issue of tickets.

2116. When you renew a book, how do you find out what a man's service has been. Have you got your own register to refer to?—When a book has to be renewed the man generally writes a letter giving his excuses, which are various, stating that serious illness on the part of himself or his family or something of that sort has prevented him joining his ship; but sometimes a man frankly admits that he got drunk and missed his ship. In those cases we believe him; in other cases our officials have to inquire sometimes into the matter locally. We are not at all hard upon the seamen; they generally write those letters in the local seamen's mission or Bethel room; most of such letters as we get seem to be headed in that way, and no doubt they get a little help sometimes with their letters, so that plausible excuses are given why they did not join their ship, or why they deserted.

2117. Supposing a man is shipwrecked and in that way loses his book, and then comes to you and asks for a duplicate of it, how can you furnish him with a duplicate? have you got your own record of his service?—Yes, we have his record in our books. We have large entry books, in which the men's services are re-dated.

2118. You keep in your own office a duplicate record of all the services which your men perform?—Yes, that is so, when they re-date.

2119. You were telling us of men who get drunk and lost their books through not turning up. Do I understand you to mean that when the men have signed the master takes the books?—Not quite that. The master takes the ticket, but not the book. The book is left in the seaman's own hands—he is advised not to take it on board ship, but to leave it at home with his beneficiaries, but in many cases the seamen take the books and lose them. In some cases where the books have been produced we have had evidence in their appearance that they have been under water.

2120. The master takes the parchment when the seaman signs on?—Yes.

2121. And if the seaman does not join?—Then the master sends the ticket to the office, marked "Deserted" or "Failed."

2122. I suppose the plausible letters you have described are written when the men want the parchment and book back again?—Yes. They write that they are sorry for what occurred, and they give their reasons or excuse, and say they are seeking work on such or such a Federation vessel.

2123. When a man presents himself for engagement on a Federation vessel it is not sufficient, is it, for him to present the book; would he have to present both the parchment ticket and the book?—Yes, the two together. There is a pocket in the book in which the parchment ticket is put. The ticket is for the master to hold and the book is for the man himself to hold. I may explain that we keep our register system entirely apart from our benefit system in different books at the office. Every man has to have a register ticket, but he is not compelled to hold a book or benefit ticket unless he cares for it. We are therefore obliged to keep two sets of office books, one for the register and the other for the benefit branch. I could have these books brought here and shown to the committee if desired so that they could see the whole business.

2124. I should be glad if you would kindly do that?—Certainly; I brought them before the Manning Committee.

2125. (Mr. Clark Hall.) I understand that the voyages are not posted in the register tickets, and the tickets only show the man's name, etc., but no record of his voyages?—That is so, except that the man, when he comes to renew his ticket, must present his intervening discharges, and these are stamped.

2126. (Chairman.) These are the ordinary Board of Trade discharges?—Yes, we don't deface the front of them, but stamp them on the back.

2127. Is there much complaint about the entry of bad character, etc., in the book, and do men with bad character wilfully destroy the books and try to start afresh?—No entries of bad character have been made as yet, owing to the Marine Department not being prepared to supervise the entries required; but for statutory offences the books have in many cases been forfeited or suspended.

2128. What does that mean, that no entries of bad character have been made as yet?—I mean in our certificate books. When we first entered into the scheme we hoped for the assistance, to some extent, of the Board of Trade officials—at all events to the extent of putting their stamp upon the record of service, but it appeared that that could not be done.

2129. Would not that mean doing away with the Board of Trade certificate?—No, but our stamp is not evidence to strangers, whereas it would be different with an official stamp.

2130. When one of your seamen is discharged, a full certificate holder, he has his voyage entered in the continuous record, and if he likes he has it stamped with your own?—Yes.

2131. And your own mark of conduct?—Yes, for ability only.

2132. And in addition he gets the ordinary Board of Trade discharge as well?—Yes, we merely copy the Board of Trade discharge so far as the point of ability is concerned.

2133. Is nothing done to a man's parchment ticket at the end of the voyage?—No, unless under special circumstances, as when the Captain sends it back when a seaman has deserted, he writes "Deserted" on it and returns it to the office of origin.

2134. Ordinarily at the end of a voyage the ticket is not endorsed?—No, but every time it is re-dated a renewal stamp is put upon it—a 6d. stamp.

2135. As you don't put any entry of bad character upon the certificate books, I suppose these books are not destroyed?—They are seldom destroyed, except perhaps in the case of some strike or dispute where the men have been persuaded to destroy a few of them.

2136. Why?—They are sometimes persuaded that the ticket or book is a badge of slavery, and they are persuaded to burn a few, but we generally find that they only burn the ticket, and keep at home the books, which are afterwards forthcoming.

2137. I see that you have on the book a column for ability?—Yes, and special pages for conduct.

2138. Supposing that a man has a series of voyages

entered and no mention at all of his ability, would not the master draw attention to that and tell him that if he were a good man he would have thought that he would have had his "excellent" or "V. G." stamped on the discharge sheet?—You may take it that all the books, or nearly all, are filled up with the "V. G."

2139. Then the ability column is filled up?—Yes.

2140-1. (Chairman, to Witness.) But are you not making "V. G." apply only to ability?—We have special pages for conduct.

2142. And the conduct pages are not filled up?—No. You will find that in the Naval Reserve books there are special pages for conduct, and we adopt the same plan. We do not wish to be harder than necessary on the men. If a Naval Reserve book shows a man has deserted his ship and has had his allowance stopped, we consider that that is a bad character; we consider that an indication of conduct.

2143. (Mr. Howell.) Would you not make a similar entry to that in your book?—Certainly, but we would rather not do so on the *ipse dixit* of our master alone, when Board of Trade officials have the log and can see whether an entry is properly made.

2144. How does it happen that you have to enter a man in your books after the Naval Reserve have entered him in theirs—I assume that nearly all your men go on serving voyage after voyage in your own ships?—Yes, but not in the same ship. They go from ship to ship.

2145. But all Federation vessels?—Not always.

2146. If a Naval Reserve man joins one of your ships, being a Federation seaman, and deserts, would the fact of his having deserted be first of all entered by the Naval Reserve authorities, or by you?—We should only enter it if we found it recorded in his Naval Reserve book, but we officially do not examine it for other purposes.

2147. You could only have cognisance of a desertion if the sailor happened to be a Naval Reserve man, and if he deserted from one of your ships?—Yes, it would be entered.

2148. You would know as much as the Naval Reserve about his desertion?—Yes, but not at the same time. There are desertions and desertions. Some are merely drunks. If the ticket is returned, marked "deserted," the book is forfeited or suspended.

2149. (Mr. Clark Hall.) If a man deserts, there is very rarely a specific record of his desertion. It is merely indicated, I suppose, by a blank in the column where his discharge should appear. I assume that the Federation rarely obtain from the Royal Naval Reserve book a statement that a man has deserted?—It is sometimes expressly recorded in his book that he has deserted.

(Mr. Clark Hall.) There is an absence of the record of discharge, that is all.

2150. (Chairman.) Does the Naval Reserve man keep his book when he goes to sea?—He does.

2151. When he comes home from a voyage what does he do with his Naval Reserve book?—He produces it to the registrar. I should remind you that he ships before a superintendent of the Mercantile Marine and the book is returned to him. He retains it during the voyage, and on his discharge he produces it to the register of Naval Reserve, who enters his discharge. If there is a blank in the discharge column that is an indication that he has deserted.

2152. If the engagement is entered, and there is no entry of his discharge that is obvious to the person to whom he applies next for employment, and the inference would be that he had deserted. Is that the only evidence there would be of his desertion?—Not quite. Mr. Clark Hall has told you what is the actual practice so far as concerns the register of the Royal Naval Reserve in each office. The actual offence is not registered in the book, but in the case of a Naval Reserve man he has eventually to come up for drill, or in order to get his retainer, and then is the time when the facts are found out. If there has been a desertion that is entered and the retainer is reduced.

2153. (Mr. Clark Hall.) Is that not in very rare cases?—I hope it is rare, but we have had a few such books sent to us where the desertion is entered.

(Chairman.) How can the seaman avoid having that entry made, and how does he get over it when the time comes for him to take his book to the paymaster.

(Mr. Clark Hall.) It is not a penal offence to desert. We see what sort of a record the man has, and if it is his first desertion we do not punish him but warn him.

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(Chairman.) Is there no entry made in his book?

(Mr. Clark Hall.) There is an entry if we stop a retainer, but there are many desertions where we do not think the man's character is really bad. He may have been left behind through illness or some other reasonable cause.

(Chairman.) Then I understand the paymaster refers the matter to you, and if it is not a bad case you take no serious notice of the man's offence?

(Mr. Clark Hall.) Quite so.

(Captain Chalmers.) If it is rather a bad case and the man's retainer is stopped, do you enter the fact that he has deserted?

(Mr. Clark Hall.) We put in the words "retainer stopped."

(Witness.) I have seen books where the entry was "deserted" and "retainer stopped."

(Mr. Clark Hall.) That may be so in some few cases as there is no precise or invariable formula.

(Witness.) I thought it was done by the Registrar of the Royal Naval Reserve and not by you.

(Mr. Howell.) Is it not a fact that in the case of Royal Naval Reserve men retainers are stopped for other offences besides desertion?

(Mr. Clark Hall.) Yes.

(Mr. Howell.) Then, if the entry were that the retainer was stopped it would not necessarily be inferred that he had deserted.

(Mr. Clark Hall.) No, but that he had committed some offence.

(Captain Chalmers.) The inference would be pretty obvious if the column for entry of discharges was blank, and the words "retainer stopped" were added.

2154. (Chairman.) Would the men prefer that the discharge should not show continuous conduct, character, and qualifications?—My impression is that the steady family man would prefer to have entries of character for each voyage, in the continuous records of service. The unsteady men or wasters would naturally prefer to have service without any record of conduct, but these men do not apply for benefit books; if they do, they soon lose them.

2155. Why don't you, in the interests of the steady men, establish a record of conduct?—We are most anxious to do so, but we feel that it must not be *ex parte*. We must have the Government stamp affixed in order to make it of real service.

2156. But surely you are powerful enough, if you govern nine-tenths of the seamen in the foreign trade?—That may be so, but I don't know whether we should be considered impartial enough; we should have to take the statement of our own captain, and the log book in each case would be in the hands of your officials, who could thus see whether the entry has been properly made. I hope to draw your attention to some entries in a log book which refer to a class of men whom we rather desire to exclude.

2157. Have you already certain offences which would exclude a man?—Yes, mutiny or desertion or failure to join after cashing an advance note purposely to defraud someone. A class of seamen make a business of that sort of thing, and these men we don't want to keep upon our books.

2158. An offence of that sort must be entered upon your books?—Yes.

2159. That might forfeit the book and the employment?—Yes, and the benefit which a seaman might otherwise receive if he were injured, or which his relatives would receive if he lost his life.

2160. Do you find that many of the steady men voluntarily have their characters entered in their books?—We have found a moderate number who are anxious to have their characters entered, and there are others who are rather proud to have meritorious services entered, such as saving life at sea or other distinguished cases where perhaps presentations have been made at Lloyd's. These have been entered and the entries have stood the seamen in good stead afterwards.

2161. If a seaman has such entries is he given any kind of preference?—Yes, the book itself carries some preference. If there are waiting in the offices for crews a certain number who hold benefit books, the master would have authority to choose them first.

2162. That is a preference created by the benefit book

as such, but not as against the contents of one benefit book compared with another. I understand from you that all the holders of a benefit book are given a preference over those who hold merely paper tickets?—Yes.

2163. But do the men who have their characters entered in their benefit books get a preference over those who have no such entry?—That would be so if the number with benefit books was in excess of the whole number required. Then the captain would make a selection. But that very seldom happens; in fact, we sometimes have forms sent to us by owners who have satisfaction in showing from them that every man on their list was the holder of a benefit certificate.

2164. Is the custom increasing?—Yes, seamen are improving in that respect.

2165. (Mr. Howell.) Is it not a fact that you have recently introduced some modifications into your system?—Yes, we have practically doubled it.

2166. (Chairman.) Doubled what? Doubled the number of books issued?—Not quite that; but we have doubled the amount of benefit in the books, so that even selfish or careless men shall not be able to deprive their widows of the death allowance.

2167. (Mr. Howell.) I think I have a print here of the proposed changes in your benefit system?—Yes, it got into the newspapers. We did not want it to get published until the changes came into force in January, but when a copy is sent to about 3,000 shipowners the facts leak out.

2168. Is the print a fair statement?—Perfectly. It is a nearly verbatim reprint from the original document, which I will submit.

2169. (Chairman.) I gather from the print that it is an extension of your scale of benefits?—That is so.

2170. Has it had the effect of increasing the number of men taking advantage of the system?—It is not in operation yet, not until January next. It has taken a whole year to get it prepared and agreed to. There has been a number of documents to alter, and a very large number of shipowners have had to consider it before they agreed to it.

2171. You hope it will have the effect I suggested?—Yes.

2172. Do you find the seamen continue as a rule at sea, or do they take shore employment either permanently or temporarily?—A large number of seamen undoubtedly take suitable employment ashore after some years' service. They act as riggers, dockers, in shore gangs, and as Fire Brigade men, etc. But the unsteady men can, as a rule, only retain shore employment for a short time. I went into that question very carefully when I received a set of queries from this Committee. I sent round to all my districts, and perhaps it would be useful if I were here to read a schedule showing the nature of the employment ashore taken by a seaman. These particulars refer to the Tyne district, and the date of them is 17th of May last.

#### SCHEDULE.—NATURE OF SHORE EMPLOYMENTS TAKEN BY SEAMEN.

##### TYNE DISTRICT RETURN.

##### SAILORMEN.

Riggers and runners	200	Fishing Vessel A.B.'s	500
Shipbuilding yards	500	Pleasure boatmen	20
Dry dockers, scrapers, &c.	—	Hobblers and toy boatmen	100
Shore gangs	—	River boatmen	50
Stevedore gearmen	50	Ferries and tug boats	—
Fire brigade men	—	Dredgers and hoppers	200
Scaffolders	—	Landing stage men	—
Bridge painters	—	Ship watchmen	75
Electric wire fixers	—	River policemen	15
Steeple jacks	—	Boarding house runners	10

##### FIREMEN.

Land engine furnace men	250	Dock coalies	—
Locomotive and traction stokers	—	Gas stokers	30

Total sailors	1,720
„ firemen	280
Total seamen	2,000

We have returns of men working more or less in similar calling in other districts. I went into this matter more closely in the London districts, where we have peculiar facilities for doing so, and I can give you the number of seamen employed as dockers. We find that there are 26½ per cent. of seamen, both sailors and firemen, employed in the docks in various ways; that figure rather astonished ourselves as we had not realised that we had so large a reserve of men in that way. We have in London a labour office for dock workers, and seamen are registered there so that they can be followed up, and they most willingly gave us information, and produced their certificates showing that they were, or had been, either seamen or firemen. The following are some particulars upon the subject, which may here be read.

## SEAMEN AS DOCKERS.

On Tuesday, 23rd May, the London Grain Elevator Company had 323 men employed as dockers discharging s.s. "Montcalm."

65 were Sailors.	
3 " Bo'suns.	
3 " Firemen.	
252 " General Labourers.	
<b>Total 323</b>	<b>22 per cent. Seamen.</b>

On Wednesday, 24th May, the New Zealand Shipping Company had 100 men employed as dockers, discharging s.s. "Papanui."

15 were Seamen.	
4 " Bo'suns.	
1 Sailmaker.	
5 Stewards.	
75 General Labourers.	
<b>Total 100</b>	<b>25 per cent. Seamen.</b>

On Thursday, 25th May, The Atlantic Transport Line had 340 men employed as dockers, loading and discharging the s.s. "Europe" and s.s. "Marquette."

116 were Seamen.	
224 " General Labourers.	
<b>Total 340</b>	<b>34 per cent. Seamen.</b>

The Peninsular and Oriental Company have 172 preference Stevedores on their list—76 per cent. labourers, 23 per cent. seamen.

The British India Company have 142 preference stevedores on their list—78 per cent. are labourers, and 21 per cent. are seamen.

## ABSTRACT.

	Labourers.	Seamen.	Total.
London Grain Elevator Company	252	71	323
New Zealand Shipping Company	75	25	100
Atlantic Transport Line	224	116	340
Peninsular and Oriental Company	131	41	172
British India Company	111	31	142
<b>Total</b>	<b>793</b>	<b>284</b>	<b>1,077</b>

I should explain that these figures were obtained, of course, before the reservists were called out.

2173. I suppose that, as a rule, these men would remain ashore as long as they could get work at the docks?—Yes, because steady men there can make at the rate of about £6 a month; but they have to keep themselves out of that.

2174. Is that better pay in proportion than they would get at sea?—Good men get fairly steady employment at practically about £6 a month in the home trade vessels, by which I mean the coasting and short sea traders, and they find themselves; but they are a comparatively limited number. They get from 30s. to 32s. 6d., except in the Clyde, where they receive 28s., with some odd allowances which may bring up the total to a little over 6l. a month. I have made inquiries at the dock, and find many of the men say that if the wages on board ship went up to 6l. a month they would prefer sea employment.

2175. You mean if the wages afloat went up?—Yes. If the wages at sea went up to 6l., many of the men who are now dockers would go back to sea, and would get a little

benefit; because they would, in addition to the 6l., get their food.

2176. Do all the foreign boats feed their crews?—Yes. But the wages range from 4l. 10s. to 5l. per month.

(Captain Chalmers.) A seaman cannot be kept on board ship under 7s. 6d. per week.

2177. I gather from what you have said that the Federation and the Chamber of Shipping would like to see some kind of continuous discharge adopted by the Board of Trade. Have these bodies any particular view as to the form of discharge that should be adopted?—The Federation Executive consider that the Board of Trade 1884 Certificate and Continuous Discharge Book would be serviceable, with a column, or special pages for conduct added. They also submit that some principle of reward or "inducement" should be offered to seamen in respect of any Continuous Discharge Certificate which the Board of Trade may hereafter approve.

2178. I notice you want a special column for conduct; but why not fill up your own conduct columns?—I go on to answer that question a little later, if you will permit.

2179. Very well; but should we not have to face the same difficulty with a conduct column as you would have to face?—As a State Department you have the power of making the men better men altogether by a judicious system of entering these offences. The offences would become very much fewer. At present few shipmasters have the courage to give an absolutely true character, nor do we think they should be called upon to record offences in the discharge certificate. We think the Board of Trade officers should be the judges, and should make the record. The master is required to make a true statement as to the character of the men during the voyage, but to whom does he make it? To the Board of Trade officers. To the officer who discharges the men, and the section provides that the discharge is to be given in the form approved by the Board of Trade. What happens now is this, that a shipmaster, although he has properly logged certain men, dare not turn round to them and say that in accordance with the log he is going to give them a "D." The seamen, in such a case, might become violent; and, as a shipmaster would rather avoid a row, he gives a "V.G." and says no more about it. We want the Board of Trade officers, as Government officials, to be responsible for giving a good character to a bad man.

2180. And have the half brick thrown at them?—Oh, no; please don't put it that way. A seaman might heave half a brick at me if he knew who I was, but not at a policeman, unless the seaman was very drunk indeed; but he is seldom so drunk that he cannot recognise an officer. Whatever may happen in future years, there is still respect shown for State officials, from the highest down to the man in blue. The Board of Trade might undertake such a duty with the greatest safety.

2181. (Captain Chalmers.) If the Marine Superintendent finds a V.G. opposite the man's name in the log book, he is bound to put that in the discharge certificate?—Yes, under the present system.

2182. But if he finds bad entries and no condemnation following he may refuse to sign the discharge certificate?—I think not often.

2183. Have you never found a discharge without the superintendent's signature?—Never; I cannot recall a single case.

2184. (Chairman.) Does it not happen that men who have been logged during the voyage for offences are yet given a V.G. mark when discharged?—That is so, and it is a misfortune.

2185. Do you think the superintendent ought to be able to turn to the Captain and say, "I refuse to allow you to give this man a V.G., because you have already logged him"?—We suggest it should be done in a different way altogether. The master puts into his log book a note of the offence, properly recorded and witnessed. The Board of Trade officials afterwards have that log, and if they had a certain amount of magisterial power over such offences the whole thing could at once, and easily, be inquired into. The crew could state why some of them signed the log, and the officer at the close of the inquiry might refuse a V.G. discharge to the man, and might say "I shall give you a decline. The seaman would take it home; he would not tear it up in the presence of the official, but he might tear it up at home, or perhaps he might try to alter it into a V.G., as is done in hundreds of cases.

2186. (Captain Chalmers.) What you suggest would require legislation, would it not?—I think not.

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Mr. 2187. Who has to fill in the official log?—The captain.  
 G. A. Laws. 2188. Is not the superintendent strictly enjoined in the section only to enter in the man's character for conduct the entry which may appear in the log book: only this must be done in the form approved by the Board of Trade. The superintendent has simply to give a copy, and no doubt you will agree that a copy cannot differ from the original?—I am talking of the cases where the official log does not bear V.G., but where a seaman, nevertheless, gets a V.G. discharge. Perhaps it would be convenient here to read extracts from the official log of the ss. Strathcarron, now named the Heathdene (log book produced). They are as follows:—

Port Said, March 5th, 1899.

"This certifies that W. Bell, fireman, is drunk, and used threatening language to the chief officer and master, and others; intimidated sailors and boatswain who were called aft to put Stephen Carroll forward by using threats of violence, which deterred them from doing their duty. He came upon the bridge and impeded the navigation of the ship in the Suez Canal, using threatening and abusive language to the master. He was told to go away, but refused to obey orders, and wanted to see who could put him in irons, saying all hands could not do it. He made several attempts to get a footing upon the navigation bridge and assault the master, and interrupted the orders and navigation of the ship and the safety of all concerned, for over an hour, when he went away, and order was restored.

"(Signed) F. J. J. Quicke, Master.  
 "J. S. Smailes, C.O.  
 "W. R. McCarthy, 2nd Officer.  
 "P. J. Plumer, Boatswain.  
 "R. Atkey, 3rd Mate."

The next log entries I would read are these:—

"Bombay, March 29th, 1899.

"This certifies that Stephen Hare, J. Jonson, Charles Hodges, Lachlan McFarlane, James Carr, and W. Bell, firemen, came aft. They reported that Mahomet El Daim (the Arab) fireman was threatening them with a crowbar; an inquiry was made, and M. E. Daim said they were illusing him and beating him, and that he did nothing but try to defend himself. I spoke to the firemen about the brutal way they used this man, and they said he was dirty, etc., which I proved to be untrue. I again warned them, when Lachlan McFarlane, who appeared one of the spokesmen, said the Arab must be kept down, etc., meaning that he was to be subject to their ill-treatment when they pleased. I told them to go away, and not ill-treat the Arab, or I would have them punished, when they all said they would do no more work, and that I was to hoist the police flag, and they did not care about going to prison, and waved their arms above their heads, and made a great noise, and threats of different sorts to all and sundry; they at last went away.

"(Signed) F. J. J. Quicke, Master.  
 "J. S. Smailes, C.O."

"St. Nazaire Roads, May 12th, 1899.

"This certifies that Stephen Hare, J. Jonson, C. Hodges, Lachlan McFarlane, and W. Bell, firemen, refused to turn out of their bunks when ordered, and get their bedding and clothes into boat to be taken ashore for fumigation, as ordered by the Port Authorities, as ship was in quarantine. They were very abusive, and used threatening language to both the master and chief officer. The master told them that if they did not obey they would be prosecuted for refusing duty; they then got out, and said they were sick and unable to work, and made all sorts of malingering excuses to delay the process, and detain ship. These men were taken before the Port Surgeon, who said they were quite fit for work, and any effects of the chloride used for fumigating the berths went off in a few minutes with the fresh air, but to give each man a little spirit, which was done on our returning on board, and the firemen then went to work. I regret to state that those men have been, more or less, in a state of insubordination during the whole voyage, malingering and causing much expense and detention to the ship by false pretences of illness and other things.

"(Signed) F. J. J. Quicke, Master.  
 "J. S. Smailes, C.O."

"St. Nazaire, May 15th, 1899.

"This certifies that the entries against Stephen Hare, J. Jonson, Lachlan McFarlane, W. Bell, and James Carr, and Charles Hodges, fireman, has been duly read over to them. James Carr said he was sorry he did not go to prison in Bombay, as he would have got a job on the railway. Lachlan McFarlane said to Hodges: 'Why did you not lay up? I thought he would have us in the log.' The

rest joined in and made a great noise, shouting that they would see about it, etc., and James Carr said he had a few pounds, and did not care if he lost the damned lot. They were ordered to go to their duty, and went.

"(Signed) F. J. J. Quicke, Master.  
 "J. S. Smailes, C.O.  
 "M. S. Danks, Steward."

St. Nazaire, May 15th, 1899.

"This certifies that the Consul came on board to see the firemen, who had nothing to say beyond that they wanted to have the entries against them taken out of the official log, which the Consul said could not be done. They (the firemen) promised the Consul to behave themselves in future, and the master promised not to charge them any expenses incurred at St. Nazaire on that condition.

"(Signed) F. J. J. Quicke, Master.  
 "J. S. Smailes, C.O."

Although the ship's log contained such entries as these, most of the men—indeed all but one—got "V.G." How they got it I don't know. They did not get it from us. I am not going to say that some of these discharge certificates may not have been altered in the way I have suggested; but it is difficult to do it. At present it is competent for a captain to forgive a seaman all his offences, although they have been logged, but he should not be allowed to do so.

2189. (Captain Chalmers.) In this log book the captain in most cases declined to give a character and the superintendent's certificate would have to be a copy of that—a "D."?—I understand most of these men got a "V. G.," although reported by the captain. As a matter of fact, the worst man in this case went off almost directly in another steamer, or in the same steamer renamed.

2190. Is your point this, that if the character given in the official log is inconsistent with the entries in the log book, our superintendent should have absolute power to alter it or to compel the master to alter it?—Yes, that the responsibility should rest upon your superintendent to see that "V. G." was not given to men who had been logged for misconduct.

2191. Would not that require legislation?—We think not.

2192. The superintendent has simply to give a copy of the entry in the official log?—But he should see that the entry in the official log is correct so far as the "V. G." is concerned. There are some strong masters who give the "D." and run the risk; but many do not. May I here read the following extract from a letter from the captain of a Hartlepool steamer, written to his owners on September 24th, 1898:—"We entered Port Said about 7.30 p.m. on September 10, 1898, and after being moored I went on shore to sign an additional fireman. About 10 p.m. I had this man signed on, who was ordered on board at once. About 11 p.m. I learned on shore that this man had been on board, but had deserted. It appears that some of our firemen had threatened to throw him overboard, and had assaulted him. After finishing at the agents I went on board at 1 a.m., pilot being there, when I was informed that most of the firemen were intoxicated, and had been fighting amongst themselves. It appears that the chief then went forward to question the men about this, when they insulted him, and when, after leaving the fore-castle, he came on the deck in the dark, they rushed at him and assaulted him. When I came on the scene, after hearing noise, the chief engineer was down on deck, and a fireman on top of him, the other two standing in readiness with their belts and other instruments. I separated them, got assaulted accordingly, but with the assistance of the second and third engineers we quieted them. The chief, of course, got the worst of it, bleeding from severe wound on his head and face, and his forefinger badly bitten. The engineers and part of the crew now came to me with the request to get these men out of the ship, as they had been threatening everybody and there would be murder next. I then sent for the police, who arrived under Inspector Holmes, and gave these three men in charge. I went to the Consul, and he informed me that if I proceeded on the voyage he had to send those men back on board again. Of course this would not do, for, in the first place, there would have been no more discipline, and perhaps murder next. Apart from that, these men would have refused work, and we might have lost days on the passage to Bombay, so I resolved to stop the ship until Monday morning for prosecution. The chief engineer had to be attended by a doctor, and J. — was sent to the hospital that night. The trial commenced at 8 a.m. and finished at 11 a.m.

on September 12, 1898. Result:—J. — got 60 days, A. T. — 70 days, and J. — 80 days' imprisonment. I am sorry to say, as told by the police, that it is only in British ships where this kind of work daily happens, as there is and can be no discipline, the law being inadequate." I communicated about this case with the Marine Department of the Board of Trade, and Mr. Ingram Walker wrote to the Consul, who practically confirmed what the master had said. And now here is a sample of such letters as we continually receive. It is written by an engineer to his owners:—

"S.S. 'Windsor,'

"Port of Malta, May 12, 1899.

"James Spence, Esq.,

"Messrs. Watts, Watts, and Co.,

"7, Whittington Avenue, London, E.C.

"DEAR SIR,—

"Everything I am pleased to say working well. I will not be able to do much here, as I expect we will get away to-morrow.

"Sorry to say I have got a sweet lot of firemen this trip (Englishmen), three of them on the drink to-day. I will never have any more; all foreigners after this.

"I remain,

"Yours respectfully,

"(Signed) Thomas B. Miller."

2193. Is the trouble chiefly among the firemen?—Yes. We have comparatively little trouble among the deck hands.

2194. (Chairman.) In an early part of your evidence you spoke of inducements. What forms of inducement would you suggest?—Inducement A.—Competent ordinary seamen or boys, able to produce three years' continuous record of service, and good conduct, should be "entitled" to have the rating of A.B. entered on their continuous discharges. Inducement B.—There should be the superior rating of first-class able seaman or fireman, obtainable only by those A.B.'s who can produce at least twelve months' continuous record of good conduct and service. Inducement C.—There should be official ratings for executive petty officers entirely dependent upon clean records of service for conduct, ability, and sobriety.

2195. Do you wish to say anything about the form of discharge certificate now in use?—Yes. I would like to point out that since the advent of steam, and very short voyages, the present form of discharge has great disadvantages.

2196. What are the disadvantages you refer to?—They consist principally in the facilities offered for personation. A seaman obtains four or five in one year; some of these fall into the hands of crimps, who adapt them for introducing substitutes, without sea service.

2197. Are there no means of identifying the rightful holder?—None whatever. The name and age appear, but the place for signature is not convenient, and the seaman seldom signs his name in it. When the papers are gummed into covers the signature, if any, is obscured. That is merely a defect in the printing, which could be easily amended. (Example submitted.)

2198. Then do you think that these disadvantages may be remedied by adopting another system?—Yes. Ship-owners believe that by adopting a continuous record for a lifetime on single document, you at once limit the available certificates of discharge, to the number of seamen employed. The crimp will then be unable to make seamen substitutes with the same ease as at present. I once had about 50 discharges in my office which had been altered to suit different seamen by one woman alone—a boarding house mistress.

2199. Would there not always be a certain number of seamen retiring from the service whose certificates might be available for such purposes?—Yes, certainly, but the exact description of the holder would appear, and his signature, so that personation would be very difficult. Besides, a document which contains a record of, say, ten voyages or more would not be parted with so readily as when there are ten separate papers.

2200. Have you any actual evidence of this?—I think so. We find, for instance, that Royal Navy discharges, and R.N.R. books are very carefully preserved; the crimps seldom touch them.

2201. Do you suggest any method by which an official record may be kept of the continuous discharge certificates issued?—The continuous discharge certificates might be worked in connection with a registry system, the certificate itself being used as the numbered ticket.

2202. In whose custody should these certificates remain during a voyage? They should be handed to the master on signing articles. They would thus be held as some security for advance notes. They would be returned to the seaman with the voyage recorded, when signed off agreement.

2203. What do you suggest in case of death, desertion, etc., during voyage?—The C.D. certificate of deceased seamen, or deserters, should be handed to the Consul by the Master during the voyage, for return to the Registrar-General's Office. The balance of wages due, or forfeited, should be entered at same time.

2204. Would not deserters in this way be left abroad without means of obtaining employment?—In practice he would not be absolutely deprived of employment, but the master shipping him would know what had happened. The seaman would probably by good conduct during the voyage seek to rehabilitate himself.

2205. Then you would contemplate returning the certificate to the deserter at some time?—Yes, for first offences, but they should be returned in this country only, and on payment of an increased fee up to third time, after which they might be cancelled or suspended.

2206. Do you suggest any course in regard to desertion and similar offences?—Persistent desertion abroad should be the subject of some deterrent punishment, such as compulsory naval service, rather than imprisonment.

2207. In your opinion should there not be some obligation on shipmasters in regard to desertions abroad?—Yes, the master of a vessel should be under a penalty to bring his crew home, or provide evidence of death, and Consular certificate of desertion, or disappearance. In the American service a master is under penalty to bring every man back to the country.

2208. Would you have the master fined if one of his men deserted?—No, but he would have to prove that it was a real desertion, and that he had not driven the man out of the ship.

2209. In what manner do you suggest that records of character should be reported?—The present system (section 129) should be more rigidly enforced. The master should be required to make a true report in case of gross misconduct; then the responsibility for giving V.G. or D. should remain with the M.M. superintendent.

2210. Would that not be rather a difficult duty for the superintendent to perform, so as to satisfy both parties?—It would, but the M.M. superintendents should be experienced men, and might be appointed as magistrates for the purpose. Then with the official log before them, they could also hear the seamen, and decide at once.

2211. That would appear to be creating special courts of first instance; is that desirable?—Yes. Many ship-owners hold that it is very desirable that seamen should have a cheap and ready court for deciding voyage disputes.

2212. Have you any views as to how evidence of character should be recorded?—Records of bad character should not be entered in the continuous discharges, unless the seaman has been officially logged, say, for mutiny, desertion, or other statutory offences, proved before a court, or Consul, or M.M. superintendent by agreement.

2213. How would you deal with the question of sobriety?—Records of sobriety should not be entered in continuous discharges unless seaman requests, but all seamen requiring certificates for superior ratings should produce proof of sobriety.

2214. Do you think there are enough men who would care sufficiently about the superior rating to take such trouble about the discharges?—Yes, I think so; especially if the superior rating implied that they would have superior pay. Whenever we can separate the really good from the bad, we should give the former higher wages. The good men are worth more money to us. Really first-class steady firemen are worth more than their present wages if we could get the men. There is little or no inducement now for a man to be sober, or to be worth a better rate, for the intemperate man gets the same wages as the sober man.

2215. Do you wish to refer to any of the existing forms of discharge in support of the views you have stated?—I wish to hand in examples of the Australian and New Zealand Discharges, and to point out, that though these colonies are governed on democratic principles, conduct, ability, and sobriety are mentioned in the Certificate of Discharge there used.

2216. Have you any others you wish to produce?—I hand in copies of Royal Naval, Royal Marine Artillery,

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Mr. also American Naval Discharges, to show the methods adopted for recording conduct of the men.

G. A. Laws. 2217. The continuous discharge systems in some foreign countries have relation to the conscription?—Probably so.

23 Nov. 1899. 2218. I don't think there is any country abroad which has adopted a continuous discharge system for philanthropic as apart from State reasons?—None that we know of.

2219. Are there any other points you wish to bring before the Committee?—I would like your permission to read a few very brief extracts from the evidence of Captain Beechey, R.N., before the Manning of the Navy Committee in 1852. He was a Board of Trade Official, and his remarks bear very strongly upon the value of a registry system, such as the Shipping Federation has adopted. Question 14 reads as follows:—"Will you favour this Committee with your opinion as regards the working of the Act for the registration of seamen, and whether it has been attended with the beneficial effects to the shipowner, shipmaster, and merchant seamen?" In his answer Captain Beechey said: "Its principal use may be said to be that of identification of persons. For without identification there can be no certain and systematic record, either of services or of character." That was a very strong point with us. He refers to the register ticket, as follows:—"I shall now pass to the register ticket, or document, which, although it has been in use several years, appears to have its real use and advantages very imperfectly understood by you, and I think I cannot do better than repeat what I said upon this subject to the deputation of seamen at Sunderland." He adds, "The description of his person being recorded on the ticket proves that he is the man he professes to be. An

impostor who might use a lost or stolen ticket is easily detected. It is the duty of all masters of British ships, before leaving foreign ports, to call upon the British Consul, or at the Custom House of a British possession, and give up the register tickets of deceased or deserted seamen, and the tickets are sent to the registry office in London, where they are carefully kept, and the cause of them being returned is recorded. Any person writing to that office, to know if a ticket, having such a name and number, has been returned, will receive an answer accordingly. . . . As to the trouble of taking care of register tickets, that consideration vanished when their usefulness was known and remembered. It might be troublesome to take care of a watch, or a purse, or anything else; but the utility of the article reconciles us to the charge. As to considering a ticket a badge of degradation, because seamen could not obtain employment without it, he (Captain B.) might with equal propriety consider his commission as a naval officer a badge of degradation, for he could not take command of a ship in the naval service without it." What I have been reading was part of his address to the meeting at Sunderland; and he goes on to say:—"As discharges from ships were intended to operate in conjunction with tickets for the advantage of well-conducted seamen, an improvement in their capability had been made in the late Act, which had now come into operation. Formerly no allusion to character was made on discharges; but while that arrangement had the effect of not prejudicing the interests of a seaman whose character might be objectionable, it deprived good seamen of a benefit to which they were justly entitled." Continuous discharges cannot well be worked without a register system such as ours; but we think that, in order to simplify it, the discharge itself must be the register ticket.

## TENTH DAY.

Friday, 19th January, 1900.

### PRESENT:

Mr. W. J. HOWELL (in the Chair).

Captain A. J. G. CHALMERS.

Mr. J. CLARK-HALL.

[Mr. C. HIPWOOD, *Secretary*.

Mr. G. A. LAWS, recalled; and further Examined.

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2220. (Mr. Howell.) I understand from your evidence that you think that the adoption of continuous discharge certificates for seamen would be an improvement, at any rate in principle, upon the present system?—Our ship-owners are certain of that.

2221. Will you please quite briefly give us the reasons that you have for that conclusion?—The reasons are those which I stated on the last occasion, that you will limit the number of discharges to one for each seaman, and therefore the crimp and the fabricator of discharges will have much fewer documents to get hold of, and to put into the hands of men who are not seamen—there will be one man, one discharge. The number of discharges will be equal to the number of seamen.

2222. Do you think that the form adopted should be the only one approved for the purpose by the Board of Trade under the Merchant Shipping Act, and that it should be somewhat on the lines of the form used for the Naval Reserve, and copied by the Shipping Federation?—I do. That is quite our opinion.

2223. You referred to some evidence with regard to the old register ticket given before a Committee in 1852, by Captain Beechey, of the Board of Trade?—Yes.

2224. And you are no doubt aware that the present certificates of discharge were introduced to take the place of the old register tickets, without which no seaman could be legally shipped?—Yes, I think so.

2225. You know that when the Navigation Laws were finally repealed the register ticket fell to the ground, chiefly because it was no longer necessary for the purpose

of proving a seaman's nationality or identity?—Well, it was after that. I held a register ticket until 1854 or 1855. I can produce it if you like.

2226. But it was chiefly because it was no longer necessary for the purpose of proving the seaman's nationality or identity that the register ticket was given up?—I suppose that would be the reason, but I never knew the exact reason. We were told that it was objection on the part of the men themselves, but I never remember that objection myself.

2227. Are you aware that the substitution of the present system of discharges for the register ticket introduced an important change in principle, for no master could take a seaman to sea without a register ticket, while there is nothing in the present law to prevent a master engaging and taking a man to sea who cannot produce any certificate or discharge whatever?—Oh, yes, that is so, of course.

2228. That is why I wanted to call your special attention to that?—Yes, that is a very strong reason.

2229. No doubt it is within your knowledge that for some 25 or 30 years there has been a demand for the adoption of a system of continuous discharge certificates for seamen, and that such a system was recommended by the Royal Commission on Loss of Life at Sea, and also (in connection with a system of rating) by Sir Edward Reed's Manning Committee?—Yes, that is so.

2230. And you know that several attempts have been made to meet this demand without legislation, which I explained in detail to the Manning Committee (of which

you were a member) when I gave evidence before it?—I remember that perfectly.

2231. Of the experiments I described, one was really a continuous discharge, pure and simple, but it was, of course, not compulsory, and has been very little used comparatively?—I may say in reply that it was absolutely unknown to the shipowners until it was put before Sir Edward Reed's Committee. We were ignorant that the form existed.

2232. In the evidence you gave on the last occasion you quoted to us some evidence with regard to the old register ticket given by Captain Beechey of the Board of Trade in 1852. Now, I should like to call your attention to some remarks on the subject of continuous discharges made by my predecessor, Mr. Thomas Gray, in 1886. He said in a memorandum, which he issued:—"It is obviously to the convenience of everybody concerned, except, perhaps, some seamen, that the records of a man's services should be continuous, and should be kept together for reference. It would be a convenience to masters when engaging men, and to the superintendents of Mercantile Marine offices almost always, if men appearing before them, or making applications to them, possessed such a record, but it is quite useless to expect it, unless some stringent laws as to rating and manning, and against personation, are passed; and even then—as in the case of the old register ticket, it would probably be a failure." Do you agree in that view, and do you think it holds good at the present day?—I only agree partly. I say the result of the present system is this (and Mr. Gray overlooked this), that the good seamen are anxious to have a continuous discharge for a record of their good character. It is only the bad seamen who are not anxious about it, and Mr. Gray, I submit, overlooked that factor in the case; and there are a very large number—we believe something like 50,000 seamen in the country of good character.

2233. Do you think there is a stronger demand for a continuous discharge now than there was then?—I am not prepared to say that. I believe those of loose character will resent it, and they are stronger now to resent it than at any time.

2234. You say it is popular with good seamen, and with owners generally?—It is absolutely a matter of justice to enable the good seaman to put himself on a higher level. At present they are being submerged with the lowest.

2235. I gather from your reply to Question 2194 in your evidence, that you are in favour of distinctive ratings being conferred by way of inducement after certain periods of service, namely, A.B. after three years' service, first-class A.B. after one year's good service as A.B., and higher official ratings for petty officers, dependent upon clean records. Is that so?—That is quite our opinion.

2236. But that would require legislation, would it not?—Well, sir, I was very strongly inclined to think it would not, for the reasons that I gave, but, of course, your question implies that you think otherwise, and I cannot say that it would not, looking again at the thing. I think that a system might be devised, as the Board of Trade has the power to make certificates. Therefore, so far as the good seamen are concerned who are willing to receive those certificates—you are absolutely in command of the position. You could not force official ratings upon the bad seamen, that would require legislation, and if they like to be bad we do not want to press them.

2237. You know the Board of Trade has been advised that at present there is nothing in the law to prevent masters from shipping men as A.B.'s who are not entitled to that rating?—That is so.

2238. But it will be within your knowledge that there are men shipped as A.B.'s who have not had three years' sea service, or anything like it?—Yes, but not through our system. We make every seaman prove four years' service, or else we do not give him an A.B. rating.

2239. I am aware that that is so with regard to the federation ships; but there is nothing in the law to prevent it?—Nothing.

2240. If no man could be entered on the articles as an A.B. who could not prove his title to that rating, would not masters shrink from going to sea with a crew which did not contain a proper complement of A.B.'s?—Well, sir, if you want the actual facts, they are nearly all A.B.'s now. Our trouble is that they do not take sufficient ordinary seamen, and boys to make seamen. They have reduced crews to what they consider the effective number for working the ship, and they have those of the best quality, they have more A.B.'s.

2241. Would not seamen be very careful to preserve their discharges if they could not obtain in their proper rating employment without them?—I may say they would; that is the effect of our system.

2242. I understand one of the main objects of the Shipping Federation in spending £10,500 a year in registration, benefits, etc., is to encourage steady seamen, and to secure to the Federation the services of a sufficient number of qualified men?—That is absolutely the sole object. I thought we would get the best men.

2243. I think you told us that the Federation decline to employ any seaman unless he has one or other of the two forms of certificate you described?—That is so.

2244. Am I right in thinking that the Federation do not, except in very exceptional cases, issue either a paper ticket or a parchment certificate to an A.B., unless he is able to produce a proof of the four years' sea service required by the Merchant Shipping Act 1894?—That is so with regard to deck hands. With regard to the engine-room hands, the engineer brings a man into the office, and says, "This is good material for a trimmer," then he gets a ticket or permit.

2245. Those we might regard as the exceptional cases?—Yes.

2246. With regard to foreigners, I understand that in the case of the parchment certificate they must have proof of four years' actual service in British ships?—That is so.

2247. In the case of the paper ticket the man has, I believe, to be able to show that he understands English?—Yes, absolutely. Of course, do not misunderstand me, the Registrar only asks a few questions, and if a man answers freely he gets the permit.

2248. It is a rough test as to whether he understands sufficient English for the purpose. You do not profess to require an examination in English?—No; but on the other hand we seldom take them unless the officer or the engineer brings them up, and vouches for them.

2249. You do your best to satisfy yourself that he speaks English and understands orders?—That is so.

2250. Your proposal to rate an ordinary seaman or a boy as A.B. after three years' service would require legislation, would it not?—I am afraid it would.

2251. Would you offer any inducement by way of rating to firemen and trimmers?—Just the same—more, if possible. If we could have distinctive rating of fireman, leading fireman, and greaser, the men would have inducements for behaving properly.

2252. So that it follows that with regard to the Federation ships (which, as you have told us, include about nine-tenths of our sea-going vessels), the men engaged are actually required not only to show that they understand English, but, in the case of A.B.'s, to prove the sea service required by the Merchant Shipping Act?—That is absolutely so, notwithstanding anything said to the contrary.

2253. Would you be prepared to affirm a similar principle of compulsion with regard to the official discharges if a system of continuous certificates were adopted?—I am not prepared for compulsion at all.

2254. But you have it in your own case in the Federation?—But you see it is only compulsion to this extent, that we give preference to those who have documents, but we do not prevent a man earning his living with a paper ticket, or permit.

2255. The question I have put to you is that you really do apply the principle of compulsion because you will not take those people without one or other of those documents issued by the Federation which shows the sea service required by the Act, except in exceptional cases?—Yes.

2256. That is adopting the principle of compulsion except in exceptional cases. The simple question I put to you is this: Are you prepared, or are you not prepared to affirm a similar principle of compulsion with regard to the official discharges if a system of continuous certificates were adopted. To say that a man shall not go to sea except in some very exceptional case specially provided for, is surely compulsion?—I cannot say that. That is quite a different thing, we may be stopping the natural supply of seamen.

2257. Please do not think that I am arguing the point with you. I simply want to get your opinion, and I understand you think that no principle of compulsion should be introduced?—I think no principle of compulsion should be introduced so far as the official certificate of

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efficiency is concerned. We believe that there should be compulsion so far as continuous discharges are concerned, that a man should not have a dozen discharges in the year, but only one for a life-time.

2258. I quite understand your argument; but you still think that a shipowner or a master should take a man if he chooses who has no certificate of discharge at all?—I would rather throw it upon the master than the shipowner to decide.

2259. You think that the master should have the same full liberty to choose a man, whether he is certified or not?—Certainly. My feeling as a master is that I would not endanger a ship that I was going in myself, and therefore I would only take those who would make good seamen.

2260. That is the answer to my question, that there should not be any principle of compulsion introduced in the matter with regard to the certificates?—That is our opinion.

2261. It would rest entirely with the Federation or master of the ship whether the statutory enactment that a man shall not be entitled to a certain rating without proving certain service is of any real effect or not?—What I tried to point out is that we are absolutely loyal in enforcing the Merchant Shipping Act (the section is not in my head at the moment) without ourselves approving of it. A man may be an able seaman with very much less than the four years' service.

2262. There is very little doubt about that; in fact, there is a consensus of opinion about it?—Especially for steamers. There is no reason that a smart lad should not be able to steer, sound, and keep a lookout even after twelve months' service.

2263. The section you were referring to is 126, under which a seaman shall not be entitled to the rating of A.B., unless he has been four years before the mast?—That is so.

2264. What is the view of the Federation with regard to the meaning and effect of that section?—We say the law means that he is not entitled to demand, but that if the master finds that he is in fact an able seaman, although serving, say, in his third year or second year, the master has the right to give him an A.B. discharge, but the seamen cannot legally demand it.

2265. That being so, the Statute saying that a man shall not be entitled to the rating of A.B. unless he can prove certain service at sea, do you think that the superintendent should be able to put him on the Articles as A.B. when the Statute says no?—Yes; if the master has rated him as such, and he being the proper person to rate or dis-rate an able seaman, then I think he should be allowed.

2266. You think that the superintendent may properly put them on the Articles as A.B., although the Act says they are not entitled to that rating?—Yes, there is no disabling section. There is a special disabling section that he may not make an improper report of character.

2267. You know the view of the Board of Trade that the superintendent has no power to prevent him going as an A.B. if the master chooses to rate him as an A.B.?—I knew that was the practice.

2268. Is it right that if an Act of Parliament says he is not to be entitled to a certain thing without showing certain service or services he ought to be on the Articles in that capacity?—I think it right that the master, as the only man who knows, should have this power. The superintendent of the Mercantile Marine has no knowledge as to how he has done his work during the voyage.

2269. The Act says that a man is not entitled to a certain rating without certain services. Is it right that the superintendent should put him down as an A.B. when the Act says he shall not be entitled to that rating?—What the section means is that he is not entitled to demand it. The section says a man shall not be entitled to rating as an A.B. without four years' sea service. It is clear that section contemplates a seaman coming up after four years, and if he says, "I have been four years at sea, I am entitled to this A.B. rating," it must be given to him.

2270. Certainly?—Very well, he could not demand it at three years, for instance, but if the master gives him the rating of A.B. at three years then no one should interfere, as far as I can see. If you had a law which said you must take only able seamen, or a certain number of able seamen, in each ship, then, yes, it would be rather different.

2271. It is rather analogous to the rule of the Board of Trade with regard to officers that the mate shall

not be entitled to a certificate without a certain service at sea, and the master shall not be entitled to a certificate unless he has had a certain service as mate?—But you are much more lenient, or were in my time. Why, you could be a second mate at seventeen and have been only three or four years at sea, so that men in another year got into a higher grade, and in another year a higher grade still. That was extremely lenient, we always thought.

2272. It has been stated to this Committee that men who know absolutely nothing of the sea are often shipped in different capacities, and that perhaps after one voyage they are discharged with V.G. certificates as A.B.'s, firemen, cooks, and so on, although they are really absolutely unfit and incompetent for such ratings. What do you say to that?—I do not think that is true of the foreign trade. It may possibly be quite true of the home trade short voyages, although we have no knowledge of it; but I do not think that considering the small number of men that are now taken in vessels, any master, for his own sake, would do that. Of course he won't have his ship stopped—he may run considerable risk, and take what men are obtainable.

2273. You do not think that that prevails to any considerable extent?—I am sure it does not.

2274. Although isolated cases occur?—They will always occur.

2275. It has been also suggested to us that certain classes of seamen, for example, boatswains, carpenters, cooks, A.B.'s, etc., should be required to hold Board of Trade certificates much in the same way as masters, mates, and engineers, are required to hold them now. Does that proposal commend itself to you?—I do not think that any certificates, except on the face of the continuous discharge, would be of service to seamen, unless put under the same restrictions as for the certificate of the officer, that he is to lose it for default, or even for drunkenness. If you do that they won't have certificates very long in many cases.

2276. The subject, as you know, was considered and reported upon by the Royal Commission on Loss of Life at Sea?—Yes, I disagreed with the report entirely.

2277. And, in one particular, by the Royal Commission on Labour?—Yes, the reports were against certificates: it was so on the Manning Committee. The Manning Committee thought the certificate should be only in the form of continuous discharge.

2278. I had better read the paragraph from the report of the Royal Commission on Loss of Life at Sea: "With respect to the rating of 'able seamen' it is now the law that no man is entitled to be so rated unless he can prove four years' service at sea before the mast; there is, however, great laxity in this respect. Men are constantly rated as A.B. without any inquiry as to their past services, and with insufficient qualification; practically it rests with the masters of vessels whether to rate them as such or not. Nor does it appear to us that there is any certain method by which this can be prevented. We think, however, that a voluntary system of examination might with advantage be established, by which through Local Marine Boards, and after a single examination in practical seamanship, men might obtain certificates as able seamen. We are also of opinion that a system of examination and certificates, which now applies only to the cases of masters and officers, might with advantage be extended to boatswains and carpenters, the examination in this case being of a character suited to the duties of these classes." And in the summary of the recommendations of that report, Paragraph 24 says, "That a simple professional examination should be required for the rating of boatswains and carpenters." Those are the recommendations of the Royal Commission on Loss of Life at Sea.—That voluntary examination had gone out of my mind; but the thing still remains, on what are you going to examine the boatswain of a steamer? Now, he only trims the lamps, and looks after deck work in the daytime.

2279. In fact you think the conditions are very materially altered since the report of the Commission in 1887?—That is quite true.

2280. In reply to one question—2212—you expressed the opinion that more or less trivial offences should not be recorded on discharges. Do you think that a seaman would accept a discharge on which a serious offence such as mutiny is recorded? Would he not rather trust to chance or to his seamanlike appearance to be taken on by some officer in search of a crew?—I think he would request that the offence should not be recorded. But you must not leave a blank space for "V. G." to be inserted by the man himself.

2281. And you suggested to the Committee that Section

129 of the Merchant Shipping Act should be more rigidly enforced. Will you suggest in what way you think that should be done?—Yes, I think that the superintendents and the ship masters should keep before their eyes Section 130, and I say they often evade it. I take it out of the mouths of masters themselves—they keep the “V. G.” column vacant till the end of the voyage, and although the man is logged and should have “D.” they give him “V. G.,” with the consent of the Mercantile Marine official. I say that the Mercantile Marine official, if he finds in the log a notification of bad character certified by others of the crew, should say, “Captain, I decline to let you give “V. G.” to this man, although you are willing to forgive him his offence for the sake of peace; it is against the law, and I will not let you do it.” Section 130 is very strong about it.

2282. I should like to have a suggestion from you as to the way in which you think that the section could be more rigidly enforced?—If I had a log-book I could show you.

2283. (*Captain Chalmers.*) Just one question: Did you in your answer just now say that you found in fact that the masters did keep the column for report of character vacant?—I have been told so.

2284. Till they take it to the Shipping Office?—Yes.

2285. They do not fill it up on board the ship?—Not in all cases. I cannot say that I went as far as to verify that, but what they told me was, that notwithstanding the man was logged for grievous offences, they kept the column vacant where the “V. G.” or “D.” appears.

2286. Is not that done with this purpose, that should the man's conduct be such during the rest of the voyage as to condone for a previous offence, the master shall not be deprived of the chance of showing mercy?—Undoubtedly that is so, but it is against the law. It should be the duty of the superintendent to say, “No, you dare not make a false report of character; this man's character is logged, you brought a charge, and you must proceed before the Court. I am the Court, and it is for me to say whether it shall be ‘V. G.’ or ‘D.’”

2287. Is it not open to the master to make as many entries in the log-book as he wishes, and therefore to make a condonation entry?—I do not say that the entry must be of offences only and nothing else. I do not remember ever to have seen any log of meritorious services or anything of that kind, to cancel an offence.

2288. Not meritorious services, but if a man has been logged for an offence and the entry has been read over to him, and he makes a certain reply, then towards the end of the voyage the master makes another entry in reference to the previous one which is an offence—both entries are dealing with the offence, mark you—as one records, the other condones it, and are you going to shut that out?—I have never seen it.

2289. You have never seen the condonation entry on made one yourself?—Never.

2290. (*Mr. Clark Hall.*) And they do occur not infrequently?—It is not within my knowledge at all.

2291. (*Captain Chalmers.*) Do I gather from you that you are against the master having that right? How can you take the right away from him, unless you legislate?—I would like to explain: I do not know whether this is the same log-book, but I brought you last time a certain class of entries. I say you cannot condone the offence when a man came on to the bridge, assaulted the pilot, and endangered the vessel. It is all very well for the master to say, “I do not want to have this, that, or the other—I will forgive him”; but the public won't. It is an offence not against the master but against the law, and he has no right to condone it.

2292. Is not the strict significance of the word conduct not what a man may do under a temporary aberration owing to drink, or possibly some other cause; but does not the word strictly apply to his conduct in general during the whole of the voyage? Is it to apply to one temporary aberration when he does commit himself and very likely assaults the master—(this temporary aberration exists probably two or three hours or twelve hours, whereas during the seventy or eighty days of the voyage the man's conduct has been fairly good) or how is the master to construe the word conduct?—He should construe it in this way: if it is simply the offence of being insolent, or perverse, he may forgive those things; but putting the navigation of the ship in danger, that is a public offence, which the master has no right to condone. Otherwise you will have men doing what they like when they do not fear punishment. You will encourage a bad class of seamen, through want of a little firmness in applying the law.

2293. Is firmness required by the master or the superintendent?—I think it is most unfair to put the onus upon the master for the reasons I gave. There are some masters physically incapable of taking their own part, as may be required; but the superintendent sitting in an official capacity will command respect.

2294. (*Mr. Clark Hall.*) If you do not allow a man to put any condoning entry would the weak-minded master put the incriminating entry?—I think so, because in the case I brought before the Board of Trade the officers and engineers went to the master and insisted upon the law being enforced. They said, “We will not go in the ship if you do not.” That in itself makes it secure. Those are public offences, but there may be trivial offences, when the master may say, “I will forgive this man if I like for his offence against me.”

2295. (*Mr. Howell.*) I think I understand your position to be that on certain evidence, by entries in the official log, the superintendent should take up the position of a quasi judge, and decide whether a man is to have a good or bad discharge?—I say that he has to take the responsibility of giving a very bad man a very good discharge—that is a serious responsibility.

2296. You mean that he is to take the evidence which he obtains from the entries in the log and settle as a judge what the effect of that is?—As a magistrate, yes.

2297-8. In reply to one question with regard to desertion, you made a suggestion, which I confess rather startled me: do you really think compulsory Royal Naval service a suitable punishment for deserters from the Mercantile Marine?—I do not want to carry it to my own opinion, but I may say that in the French service it has been found most efficient.

2299. Are you aware that boys are not accepted for the Royal Navy from reformatory ships or schools, though they may have been sent to such ships or schools simply for wandering, being without visible means of subsistence, and so on?—Yes.

2300. Do you still think that this suggestion is feasible or one that would tend to popularise service in the Royal Navy?—No, but that is a different thing; we have to pay for the Navy; and you have as much right to make them do this, as to hold a Naval Court, or to call for the assistance of a warship to take refractory men out of your own ships and to punish them; that is the proper sort of punishment. I look upon imprisonment as the worst form of punishment that can be adopted. Where we want the seamen and want to improve them, a prison is not the place, especially foreign prisons. In the warship it is like a penal settlement, and you put the man on board and make him serve a certain time. Probably the captain of the warship will not be pleased, but he is a public man, and must perform a public duty. I have always said, “For Heaven's sake, do not take any of our merchant seamen for the Navy, do not rely upon them; raise your own men.” Our present seamen are certainly in many cases bad to the core. Yes, they are; they have been undermined by union doctrines to the extent of disloyalty. Anyone who chooses to read their paper can see where they are urged not to offer their services under Naval discipline.

2301. Then you still adhere to your opinion that compulsory Royal Naval service should be inflicted as a punishment for deserters from the Mercantile Marine?—Yes, rather than imprisonment, I would put a man on board a Naval ship at the port or place where it happens to be, and let him have a term the same as the French have. The French do not use those men for the navy; they are the men whom they avoid using; they simply keep them there as a punishment for three months, or six months' service at a reduced rate of pay.

2302. Then, it is not compulsory service in the navy, but imprisonment on a Queen's ship that you advocate, is it not?—Not imprisonment, I want to get rid of the imprisonment. It would be imprisonment only in the sense that all service in a ship is imprisonment where the man does not go ashore without the leave of the master; but he would not be a prisoner in the sense of a seaman of the navy who is on the black list, and who might have to do shot drill. I suggest that he is to be there to learn what discipline means; it is only with that view that I advocate it, as a deterrent punishment.

2303. Well, let us pass on to another question. I think you expressed an opinion in favour of a continuous record for a lifetime on a single document. Do you think that would be possible in all cases, for instance, in the case of frequent short voyages or engagements?—Yes; with a little trouble I think it is possible. You fill up one of your books—say in five years; then the seaman will

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apply, and for sixpence will get another book, and on the first line of another book there will be five years' service, and you refer to previous book, and then start again—only one document all the time.

2304. And you think that the continuous discharge should provide for the endorsement on it of a report as to the seaman's character and qualifications, as contemplated by the 129th Section of the Act of 1894?—I think so.

2305. You also think that superintendents should settle disputes about character, and see that the truth is always recorded?—Yes, in order that no master, for reasons of his own, shall give a bad character to a good man; only to that extent, and, *vice versa*, that the superintendent is to take the responsibility of giving a good character to a man who by the log book is deserving of punishment.

2306. I think I gather from your answers that you are aware that the seaman may decline to have the certificates of discharge and character combined?—Oh, yes; but do not leave a blank, but put in D., or a stroke.

2307. If the superintendent is not justified in recording the report of character on the discharge certificate without the consent of the seaman, are you justified in doing so on the Federation document, as I think you have suggested to us?—Oh, yes, because that is with the seaman's consent. We do nothing against the seaman's consent as far as that goes. You see they use the document, and there is merely a column for "ability."

2308. As I understand, your advocacy of a system of continuous discharges is more or less dependent upon certain changes being made as to rating, the decision by superintendents of certain questions of character, and the punishment of desertion, all of which, as I have pointed out, would require legislation?—If you say it requires legislation, I am not prepared to press anything; but I think one has a right to say that without you do give inducements, you will not get improvement on the present lax system. Excuse me for saying lax system, because as it is, there is a neglect to give the true character of the seaman required under the Act, under certain circumstances.

2309. I think your experience will have enabled you to judge that the introduction of a system of continuous discharges even in the limited manner possible under the existing law, would be a costly business. In addition to that, would it not be of somewhat doubtful efficacy, without legislative changes, such, for instance, as those you have indicated?—I think that the law is strong enough at present to enable you to start it. Then, as the great benefits would become manifest, you could, if necessary, get an extension of the law where it was found to be required for certain things.

2310. I should just like for one moment to leave legislation out of the question, and to consider whether what could be done under the existing law would be likely to meet your views. What could be done without legislation is to supersede the present single-sheet certificate by a continuous certificate of discharge, leaving the seaman clearly the option whether he will have any record of character at all, or whether he will have it endorsed on the certificate or written upon a separate sheet. That would be costly, and not, after all, a very great change; and I ask you whether you think it is worth while to disturb the present state of things for the sake of so small a change?—I think it is worth £50,000 of the country's money to introduce a continuous system of discharge which will leave every seaman in the United Kingdom with only one document, and with the choice and chance of having his good service recorded either by your own officer or even by the Registrar General. But I submit that the Mercantile Marine superintendent should have the authority of a magistrate sufficient to decide that without referring to another department.

2311. Now, I will hand to you the continuous certificate of discharge that has been already provided by the Board of Trade, and I shall be glad to have your opinion about it. You told us it is scarcely known by shipowners or masters (*handing a certificate to the witness*)?—You may take it that nine-tenths of the shipowners do not know that this exists. I did not myself know, although for a long time I had been in an official capacity to make it my duty to know, and although Mr. Thomas Gray and I were personal friends, I did not know that it existed. He showed me discharges made up in a sort of cover, but not this.

2312. Do you think that form of continuous discharge or a similar form would meet your view if made the only form under the statute?—Yes, if this was made com-

pulsory instead of voluntary, I think it would do ~~what~~ everyone requires, but we should prefer the Naval Reserve form if it could be adopted without great expense.

2313. Do you think that a fair experiment could be made as to the efficacy of continuous discharges if we made the continuous certificate the only form?—Yes.

2314. You do not mean by compulsion that every seaman must have one before shipping, but that if a seaman takes a certificate of discharge it must be in this form?—Yes, because these men would get the preference.

2315. (*Mr. Clark Hall.*) You stated that good seamen will appreciate continuous discharges?—Yes, that is the result of our experience from our own system.

2316. To what cause do you attribute the good seamen not having already accepted it?—They do not know of it; it has not been before the Mercantile Marine.

2317. The continuous discharge, of course, would be a very valuable document?—We think so.

2318. From your experience of your benefit books, do you find that many of them are stolen and lost?—There are none that they are stolen, but a few are burnt, and a great number are lost—a large percentage are lost.

2319. Then is there not a danger that, the documents being so valuable, crimps will get hold of them and supply them to wrongful owners?—No, I tried to show that it will have the very opposite effect. The crimps now have got a dozen documents, any one of which might serve a man's purpose.

2320. That is so, but surely a great number of discharges takes away from the value of any particular discharge. When you have a book with a complete record it is extremely valuable?—It becomes invaluable to the man.

2321. And if it is stolen from him he could come to me and get another document?—He can do so.

2322. The old one is put to a bad use by someone who has stolen it?—I do not think it can be. We have not found in the case of our own books that it can be done. We found in a few cases that they have been able to get duplicate books; that is, in one district they have got a book which gave them the death allowance, and in another district a book with personal injury. It was not done by the seamen, but by shipmasters. No seamen has done that. We have, I am sorry to say, several cases recorded where the masters have done that in order to get double allowance. Now we have put an end to that by doubling the allowance in each case.

2323. (*Captain Chalmers.*) In your examination-in-chief you said in answer to a question that your Federation desired the Board's officers to supervise the entry for conduct in the benefit book, and without they did that the entry of conduct would never be entered?—No, nor has any been entered.

2324. But why should our official stamp be required for the character for conduct, and not for the character for ability? What I mean to say is, you give the character for ability in the book without anything as to conduct?—Yes, unless forfeited or suspended.

2325. Why not give the character for conduct also?—As to conduct, that is a different thing. Your officer is entitled to look at the log book to see whether the character is good or bad. He can make a voluntary entry in these continuous discharges of the Federation. You may make a voluntary entrance that this man has according to the log behaved badly. But we take away the power from the master because we do not trust all the masters. There were some who sent in most frivolous reasons, and said that a man was a deserter when he was not, and we find it impossible to put it into the hands of some masters.

2326. But do not the entries in a Federation benefit book treat as well of the ability of a man as of his conduct?—They do.

2327. Then why should you stick at not recording the one when you record the other, when both are given on the same authority?—Simply you could not make a superintendent the judge of a man's ability when he knew nothing about it. The master is the only man who could do that. We only want to leave the question of character to the Mercantile Marine official.

2328. The character for conduct?—Yes, because he has the whole document, and the whole crew; and if he had any magisterial function he would say "Now, Mr. Mate, what have you to say about this; is this a proper entry?" and he might call any other of the crew in to give evidence. It is an immediate court, with the whole voyage witnesses present.

2329. But in entering these particulars into the benefit book the character for ability and conduct, if entered, is taken from the official certificate of discharge?—Well, possibly.

2330. If it is taken from the official discharge does not the signature of the superintendent cover both the certificate as to conduct and ability?—Yes, to a certain extent.

2331. My point is this: If you take this from the official discharge, and have the signature of the superintendent and the stamp of the Mercantile Marine office, why is it necessary to have an additional stamp and an additional signature in your own benefit book?—Because we have nothing official in our benefit book now.

2332. You take the character for ability from the discharge, because you see the signature of the superintendent, and the official stamp?—Yes.

2333. Is not that a sufficient imprimatur to put the character for conduct as well?—No, because the conduct is voluntary for one and not for the other. Ours is compulsory. If we can get your superintendent to certify by his stamp that there has been such an entry in the log book, that should appear in the pages of our book, that man would lose his book, or it would be suspended. We should be able to effect the punishment which we think would bring about the remedy.

2334. If the character for conduct on the discharge is V.G., you do record that in the benefit book?—No, we only record meritorious services.

2335. You do not put the conduct?—Neither good nor bad, but for saving life we do, making the record absolute for life.

2336. Do I understand that at present no character for conduct is entered in the benefit book?—Not without stamping by your official, and your officials have stamped none.

2337. They have not stamped the discharge?—No.

2338. But they do; they stamp it, and sign it?—You mean the official one; but not in our book.

2339. That is my point. Why should the superintendent be called upon to do the thing twice? You have already his stamped signature?—The whole tenor of my evidence has been to show you that the official discharge is not always the true record of character during the voyage. I take that on the word of the masters themselves.

2340. Then with regard to your paper tickets, is there a register kept of them?—Yes, I should perhaps describe it. There is a register kept in this way: There is a monthly return sent to me of every man shipped through our system, so many paper tickets, so many parchment tickets, and so many books. If Mr. Hipwood could give me the books I could show you the document out of which that return is made—the monthly return. Of course the B3 would really show what has been done in that way. That document has been going for nine years, and there is every paper and parchment ticket entered.

2341. This book gives you the gross number?—Yes.

2342. And so far you register the number. Do you register them as having a certain numbered ticket, and as having been delivered to a certain individual?—No.

2343. Then it is not a complete register?—No, we say that.

2344. You cannot keep a register of the paper tickets?—We could, but it is not worth while, the men change.

2345. You keep a register of the gross number issued, and in what district, but not to individualise them?—Quite so.

2346. Supposing they lost your paper ticket, do you renew it without any charge?—Yes.

2347. Can you say what number of parchment and benefit books are at present in issue?—Yes, I have given you from the date that you first gave, and I found that the figures were 70,000 benefit books and 180,000 tickets.

2348. That includes both parchment and the other 70,000 benefit books?—Yes.

2349. And with 70,000 benefit books in issue what do you estimate that your registry system costs annually?—Do you mean the payment of the allowances?

2350. No, no; I just mean keeping the register of the benefit books?—From £8,000 to £10,000 a year; but that is because we are unable to separate it for certain purposes from the register system. If we had no registry system it would cost the full amount for the benefit system.

2351. Then you said that book forms of certificates of continuous discharge would be the best. But would it be of any use unless a perfect system of duplicate register was kept?—It would have to be a little more perfect than our system.

2352. And consequently more costly?—No, having seen the Registrar-General's system I should think that there is the nucleus of everything that you require. It is merely to extend the R.N.R. system to more men.

2353. Further, in the absence of any statutory obligation on the seaman to produce the book on signing articles, do you think that the system would be of value?—In the absence of an obligation?

2354. Yes, there is no statutory obligation at present on the seaman when he presents himself, or on the master, to let the superintendent see the man's papers; nor is there any obligation to produce the paper, and in the absence of any obligation, statutory or otherwise, do you think that the system would be of value?—I do, because the seaman himself believes that there is an obligation. The first thing when he applies for employment is to hand you his bundle of discharges, whether false or true. He does not think that he can be taken without them. I am talking of the majority of seamen.

2355. Is it not the fact sometimes that the chief officer chooses his men before going to the shipping office at all, and looks over the papers; or in the case of men without papers, overlooks those details and does not require the papers. He sets his mind upon a certain man, and he takes him?—After he has seen his papers and our ticket.

2356. Is it a fact that at the counter no certificates are produced?—No, that is done before. When he comes to the office he hands in the official discharges, and they are kept by the officer during the voyage.

2357. In the absence of any obligation to produce the book on signing articles to the superintendent, do you think that the system would be of any value?—I think that the system has enormous value now, and that the value would be trebled with one document only.

2358. Would it not be possible in the present state of the law for a man to hold two books?—I think not. I cannot see, having regard to our own system, how he is to do it. We have those few cases I have named to you; the seamen have not been clever enough to do it, but, unfortunately, some of the masters have done it.

2359. I put to you a case of this sort: Supposing a man—we have such cases every day in Glasgow and Cardiff—presents himself to sign articles of agreement outside a shipping office; he produces his book to the mate, and on the mate seeing it the man goes in and signs articles. He never joins that ship. Two or three days after he hopes to sign articles on another ship; he won't produce his book this time for fear of detection; he keeps it, and he tells the mate he has no book, no official discharge. He signs in that ship. The one ship goes to San Francisco and the other ship goes to Melbourne, and there is no possible means of overtaking this man. When he has made the voyage in the ship that he actually sails in—the second ship—he gets a book, whereas he has his original book in his pocket?—No, we deal with that. We say, "You have not got a discharge or Federation ticket; then, go to the Registrar-General's and get your discharge. Even if we had to tell the man to pay the 6d. he had to go and get a duplicate."

2360. Where the shipowner or master takes the trouble and takes the case up that would do; there is no official compulsion; but you as a Federation use compulsion, as it were, upon the members of your Federation to do this. Now, I am talking about the usual outsiders who simply come to the shipping office and sign articles with no one to look after them, and they can take men with or without discharges. Would it not be possible in those ships not belonging to the Federation to hold two books, or even three books?—Not if the superintendent did his duty. The superintendent should see that he has shipped as A.B., and he will ask, What have you got to show for your four years' service?

2361. But the superintendent has no power?—He has perfect power, because he has the Act at his back. He can say, "You are claiming to ship as an A.B.; if you claim as an ordinary seaman I can say nothing, but if you claim as an A.B. I want to know whether you have four years' service."

2362. But if the master and the chief officer are agreeable to take the man?—If I was superintendent I should say, "Take him as an ordinary seaman."

2363. But did not you tell us that your reading of that

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clause of the Act was that the man could ship as A.B. if the master was willing, but that he was not entitled to demand it as a right?—I do; the master may give A.B. ratings.

2364. Is it right for the superintendent to step in?—Yes, because he has the Statute at his back; he says, "This man wants to be shipped as an A.B."

2365. And the master says, "Yes, and I know him as an A.B."—Then the superintendent would have the right to have proved to him that the man was an A.B. in accordance with the Merchant Shipping Act. I am saying how it could be worked.

2366. Supposing the superintendent attempts to block the way, the master says, "I am going to ship him as a deck hand"; the superintendent would say, "All right, do so." But during the voyage there is nothing to prevent his rating this man as an A.B. and paying him off as an A.B.?—Nothing whatever, as far as wages are concerned; but your official can make such inquiries as will enable him to see the book discharge.

2367. You know the officials of the shipping office have no right to demand the production of entries, and have to put in "N.P." (not proved) opposite his name?—Yes, when that man comes to our office he has to go and spend 6d. at Mr. Clark Hall's office.

2368. Under your system it would not be possible, but under the ordinary system would it not be possible to hold two or three books?—It is always possible, but with a little firmness on the part of the official it would be quite exceptional that it could happen.

2369. But does not that take away the virtue from the point that you made—which would be a very good one if it were possible—limiting the number of discharges to the actual number of seamen—one for each seaman?—I am unable to see how a seaman is going to keep two books if the system was properly carried out somewhat on the lines of our own system—they cannot with us.

2370. Quite so; but is it not the fact that at present without legislation the department has no power to put in force your system, that is to say, to instruct the superintendent if a man appears to sign articles without any papers, no matter whether the Master be willing or not, to send him to the Registrar-General's, where he would have to pay 6d. for his paper? Is it not within your knowledge that that is the position of the department?—Yes, but they have the power under the present Act, with that Statute behind them, to make due inquiries into the subject.

2371. I will take the exceptional cases in times of stress or in shipping substitutes at the last moment. Would the master or officers refuse to ship a man who did not produce his book?—I think there might be occasions when they would not.

2372. I am talking of shipping substitutes at the pier head, at places like Cardiff and Liverpool?—I think that there both your official and a shipmaster go by appearances.

2373. That is to say when there is a sudden demand?—Yes, rather than stop the ship passing through the lock.

2374. And that would go on with the continuous discharge the same as at present?—Yes; but the time would arrive when there was no such demand, and the men would find they could only get *bonâ-fide* constant employment by having their documents.

2375. We have been told by shipowners who have been here giving evidence that they would view with alarm, and more than alarm—that they would oppose any amendment of legislation which compelled the production of a paper in all circumstances before a man was shipped. Could we justly, then, proceed to legislate on lines which the owners have said they would resist to the utmost?—Yes. You have got nine-tenths of the shipowners in favour of continuous discharges, and they have authorised me, through the Council of the Federation and the Chamber of Shipping, to give evidence.

2376. Then I go further: Do you suppose the owners represented in your shipping federation would not oppose legislation which would prevent them shipping substitutes at the pier head, because they would have to have the man's papers produced before he was allowed to sign articles?—We should not oppose legislation, but we will not ask you for legislation; we will not ask you for anything that cannot be done under the existing statutes.

2377. Would you oppose legislation which compels the production of papers in all circumstances, whether shipping substitutes at the last moment, or at any

other time?—If it is to mean this: that a ship having shipped her proper crew, and the men not having joined, and that ship is proceeding through the lock to sea, and if you say that there is to be legislation that would stop that ship if the substitute could not produce a paper, then I say distinctly we should oppose it.

2378. Do you know that is exactly the evidence of the shipowners, Mr. Beazley, of Liverpool, for instance?—We cannot stop the trade of the country in such cases.

2379. The moment you make the exception to the rule, does not the evil creep in, of men not being obliged to produce their books, getting possession of two books?—The moment you begin to be firm, if you insist upon the system, and that it is to benefit the seamen, in a few years you will find that every substitute will have his book, because the crimp will know it is no use to get him down as a substitute without he has his book. Just now every substitute has a Federation ticket, because the crimp knows that he cannot get the man off without it.

2380. I want to go upon the point as to crimps. There is a certain number of men with whom the crimps work; the crimps use them as their instruments, and would not it be possible under this continuous discharge system, without fresh legislation, for the substitutes who go down to the ships, and who although they have a book know that they can often get into a ship without a book, to say to the crimp: "You can take this book and give it to someone else"?—Not with a proper book and a man's description in it. You cannot use one of our books in that way. If the officer takes the trouble to open the first page, he would say, "Show your personal marks, etc."

2381. You think that the description would make it prohibitory?—When you say prohibitory, there is always the chance that there may be men nearly alike. Speaking generally you would get into a much better state of things than exists at present.

2382. The point I wish to elucidate is this: If men can ship without a book—and there is no power to demand it—would the system be worth the attendant cost of a central registry, and consequent increase of staff and premises and all that?—I said that I think it would be worth £50,000 of the country's money to introduce a one man one discharge system in whatever may be found to be the best form.

2383. Although it may be an imperfect system?—Although it may be an imperfect system—nothing is perfect, not even your own officer's certificate system, that is not quite perfect; the same thing might be said of that.

2384. (Mr. Howell.) I should like to ask you whether there is not an essential difference between the discharge certificate and the officer's certificate. The officer's certificate must be produced, and he cannot go to sea without it?—Yes.

2385. But in the case of the continuous discharge certificates there is no such compulsion?—I admit that; but that is the only way it can be worked without fresh legislation.

2386. You are disposed now to take the view that the superintendent—I admit that this is a view which appeals to me very strongly—should not be allowed to put a man on the articles as A.B. unless he is entitled to that rating?—Yes, to verify the rating.

2387. Is that your view of the section now?—We have acted up to that, although we do not believe that the section is just. I am sure Mr. Clark Hall will tell you that when we first established this system we said unless you prove four years' service you will not get our A.B. ticket. We feel that ours is a public body, and if it could be said that we are not carrying out the statutes we should be set aside.

2388. But the point I want to bring out clearly, and it is of great importance, is that very point of the superintendent interfering to prevent a man being put on the Articles as A.B., because he cannot prove that he is entitled to the rating; and the section means, you say, that he is not allowed to ship as A.B. until he shows he is entitled to that rating?—Yes, as a means of seeing a man's qualification, if necessary.

2389. In other words, that if a man is brought forward to be put upon the articles as an A.B., he must show proof that he is entitled to this rating, or he will not be put on the Articles as A.B.?—Or show the other discharges. The man says: "I have not got them"; then you must go to Mr. Clark Hall for duplicates.

2390. Then the superintendent ought not to allow them

to be shipped?—Yes, and if that instruction was in force for twelve months the books would be produced.

2391. I think you expressed the opposite opinion?—No, except lost by accident.

2392. (*Captain Chalmers.*) Would not the ship owner or ship master object to the superintendent taking that position?—I think he would. The ship master, we believe as ship owners, is the best man to say whether a man is an able seaman or not. The master is in absolutely the best position; but that is not the law as you read it.

2393. If the ship owner object to it, how is the superintendent to hold his position?—He can say: "I am obeying the law"; and until we alter the law I am sure the Board of Trade would support that declaration. You support them all in doing their duty, even though they may be wrong.

2394. (*Mr. Howell.*) I think not. I entirely demur to such a proposition?—You do until they are proved to be wrong.

2395. (*Captain Chalmers.*) That system probably would work well in fair weather; but take a time of stress like that at Liverpool lately, and at Shields and other places, would the ship owner and ship master tamely submit to the superintendent dictating as to his power of making the production of papers necessary?—In time of war a great many things have to be done which are not done in time of peace. We do not legislate for war. I want to explain that in time of stress the great mail companies even take any men; they get the best men available.

2396. (*Mr. Howell.*) Because they pay higher wages?—Yes, in most cases.

2397. You say that the superintendent should say, Now you have brought forward this man as an A.B., but he cannot prove that he is entitled to the rating of an A.B., and therefore he cannot sign the articles as an A.B." Then the master or mate who has brought the man forward will say that he wishes to take him as an ordinary seaman instead of as an A.B. What would happen then?—But if we caught any of our masters doing that, they would be told to enable the official to do his duty for our benefit, and that this was to improve the man, by ordering that none should get preference of employment without production of a certificate.

2398. Suppose the Board of Trade adopted the view that the superintendent was not to allow a man to be rated as an A.B. unless he could show that he was entitled to it; should we have the support of the Federation?—I am sure of it, to get discharge produced.

2399. (*Captain Chalmers.*) Would we have the support of the companies outside the Federation?—I think so, except in the time of stress, as stated.

2400. That is where the thing comes in; it overthrows the whole system, does it not?—Their own system is even more exacting on the mailships in time of peace. But we cannot stop a transport in time of stress.

2401. Is it not a fact that the difficulties attending the shipping of seamen, and the giving of proper character, and affecting the whole internal economy of the shipping trade are not in times of peace and fair weather, but in the time of stress, that is when you want the system to be tried; that is the time to put it on its trial, and if it is not perfect under these conditions is it worth starting the system?—Oh, yes; it is for normal times.

2402. I grant you in ordinary fair weather it will be all right?—Want of firmness in carrying out the existing law is the reason that we have probably the most mutinous and drunken firemen of any nation in the world.

2403. As to your system of inducements, could those inducements be put in force without legislation as to rating?—I think so; I have said so. I think you have the right to form a certificate of discharge for any rating, and that that would include any rating of any sort. You have therefore the right to give a certificate of this kind, a continuous discharge for a boatswain or for a leading seaman—it is not compulsory, but the man rises to take it up the same as a certificate. You know that the seaman claims that he ought to have a certificate. You are not going to issue a certificate because he asks it; you want some form of competitive examination, or some proof that he was entitled to a certificate just as here. They want a boatswain's certificate, a petty officer's certificate. You would say, "Very well, you will prove to me that you have been for so many years, and got a character for sobriety re-

corded." That would be the inducement to the men to remain sober.

2404. Then you think that those experiments could be put in force without legislation?—Yes.

2405. And if they can be they should be?—Yes.

2406. But is not it within the power of the shipowners and the shipmasters acting together in your Federation or any other Federation to do it. What I want to point out is this: Is it not impossible for the Department without legislation to institute such a system, but would it not be quite possible to support or accept such a system were it laid down by the shipowners and shipmasters?—Yes, but I hope you will put the official stamp upon it. That would make it possible without the expenditure of one farthing to yourselves; by a stroke of policy you would throw it upon the shipowner. We want good seamen; but because we could not get them with the official stamp we tried other means.

2407. The stamp on the Federation book, you mean?—Yes.

2408. But I am now talking of the official discharge. One of your inducements for their serving as able seamen for three years, with a good character, is that he should be rated as a first-class able seaman?—Yes.

2409. We will suppose that to have come about, and a shipmaster pays his crew off, and they have all got a three years' certificate of good character, and when he comes to put forward the official discharge he says, "You must put the rating down as a first-class able seaman." Do you recognise that the superintendent would not object to that, but would sign and stamp the discharge the same as if he were put down as a simple A.B.?—No, I put it on very different ground. I say that as the law is at present the superintendent ought to say, "I will not confirm an A.B. rating unless you are within the statute." We say that it is within the province of your superintendent to do that now, although we say that it is unwise on the part of the statute that it is so. We believe our masters readily give A.B. discharges to men who are not legally able seamen.

2410. Do you think that that would be adopted very long before a case arose to go before the courts?—I think that attitude would bring the men into line.

2411. I am not talking about the men, but the masters, who would resent it?—It would not be considered an interference; it would be assisting our own system. See what we have done; no shipowners have objected to seamen being sent to Mr. Clark Hall for duplicate discharges.

2412. I quite recognise that under your system it could not, and does not, happen, but I am talking about the outside shipowner?—But you put a question, Would the shipowner object? I say I do not think he would object, because my experience is that having regard to what we have done he never did object. He will think we were doing the proper thing. But there may be shipowners who object.

2413. But could those inducements be put in force without legislation?—Yes, we say that we put them in force.

2414. Would the shipping community approve of it?—I think nine-tenths of them have approved of it.

2415. Without that system of rating and in the present state of the law, is not the matter entirely in the master's hands?—Well, I suppose it is, unless your official takes a very high view of his public duties in the matter.

2416. Supposing a lad has been a two years' voyage as an ordinary seaman with a master, he is a very able lad, and he has done his work so well that he can compass an A.B.'s duties; on the way home the master makes an entry in the log book, giving the lad the rating of A.B.; then when he comes to be paid off he enters in the discharge the qualification of A.B.—has the superintendent under the statute to say "I refuse to allow this discharge to be given"?—Well if you want to know our secrets, we are advised that he has the right. The statute can be read to mean that it is your option to say he is not entitled to his A.B. without four years' service.

2417. Is it not a fact even though a false certificate of character be given, a glaringly and knowingly false certificate of character be given, that the superintendent has no power to withhold the discharge, and that he has only the power to withhold his signature and stamp?—No, I say Section 130 makes it obligatory upon the superintendent that the character should be given absolutely in accordance with the facts. That is the way I read the section. I

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think it is Section 130: "If any person (a) makes a false report of character under this Act, knowing the same to be false," etc., then follows the penalty.

2418. I am on the rating question; that is the whole of my point, that this lad has been two years an ordinary seaman, the master rates him as an A.B., pays him off, and puts it on the discharge; and under the inducement clause, if he had been an A.B. he could rate him as a first-class A.B., and then the superintendent has no power, has he, to forbid that?—I do not know that the superintendent could do it. He might say, "I want proof of service."

2419. (Mr. Howell.) It is a question how far the section goes in that direction. There are differences of opinion as to the interpretation of the law on this point?—Yes, that is so.

2420. (Captain Chalmers.) If we are advised that such pressure is only moral and not legal, would there be any justification for it?—All pressure in the direction of good by a Government Department is worth trying.

2421. You said that one of the great reasons that you advocated the system of continuous discharges was that it would be good for the good seamen, and they wanted it?—Yes, I admit that.

2422. Is it not a fact that under this wrapper system (case for holding discharge certificates handed to witness), which has been introduced for years, the good seamen will be in the same condition?—Oh, no.

2423. A good seaman who takes care of his records?—But that is quite a different thing. The crimp will take one of those out. Here a man has made a dozen voyages to Bilbao and back, or the Baltic and back—they are all about a month—in one year twelve discharges. Let the man be as good as he likes the crimp may steal the one under the top. The captain would see the discharge, and believing it to be genuine, would say: "The man has only been a month on shore, and he is quite good enough to take as able seaman." But the crimp cannot take out the second and third line of ours—he cannot take out those which are on one page. They are numbered pages.

2424. But my point is this: that it all depends upon the real meaning of the word "good." I hold that the good seaman will not fall into the hands of the crimp?—There is no seaman so good as that. I put the question to our Registry Superintendents, and they said: "Oh, in times of peace we could man you a vessel with blue-ribbon men." But take the majority of splendid seamen, and drunkenness is their failing. They get drunk the same as any other man may get drunk; or they may be drugged, and the opportunity may arise—it will happen to the best seaman in the world—when the crimp can take out one of these loose discharges and use it up for another person; but it can never arise with those books of yours, or ours.

2425. (Mr. Howell.) To put it very concisely, a continuous discharge certificate places far more obstacles in the way of crimps and bad seamen than any other form?—Yes. That is the answer I wished to give, and you have put it very nicely.

2426. (Captain Chalmers.) Do you hold that those discharges, if they are adopted—the continuous records—should be of conduct as well as of service? At present, under the statute, they are only considered records of the service, and the seaman has the option of having his character and conduct endorsed if he likes?—I say that your official should do all that he can to record the character, and explain to the seaman, say "You are a good, steady family man, have your character put in; it is going to be of use to you; you will be able to get more money by it," and then say to him, "If you do not I must put a cross to show your conduct is not to be filled in." My reply in chief says distinctly that your book requires a column for character.

2427. Do you advocate putting that on the face of the certificate?—I do, certainly.

2428. You do not advocate having blanks like that (pointing), and the certificate to be endorsed?—There is nothing here for the character, as far as I know.

2429. No, there is nothing. What I say is this, at present would you advocate this idea? The statute says that if the seaman wishes he can have his character for conduct endorsed on his certificate?—Yes, you want a place for it.

2430. The seaman says, "I want my character for conduct endorsed," and in the way this specimen book is printed, could not the superintendent turn over and stamp

the V.G. or whatever it was—he would have one stamped character for ability V.G. and a stamped character for conduct V.G., and the initials stamped here?—Yes.

2431. Would not that be just as good or better than putting it on the face of the certificate?—Yes, better.

2432. Then if the seaman said, "I do not require a character," then you would have the form stamped "Not required"—either "Not required," or some words to that effect?—It would be an excellent way of doing it. Our plea is that you have columns or places same as before. But whether endorsed, or in the print, matters little.

2433. But is not the fault of the present system that it is not endorsed, and another thing, its presence on the face of the form tends to convince the seaman that he is compelled to have that column filled in, and he has no option?—I think that is a perfectly fair argument. Here is another one (pointing), that is endorsed, the same three things exactly in accordance with the Act, and that is an official document in use.

2434. That is a colonial document?—Yes.

2435. With regard to the character then, and what you said about entries in the log, should a man be considered to earn a good character if he escapes being logged? I ask you for this reason, that you said you would not allow a man that had been logged to have a good character given to him, but if he escapes being logged would you advocate a good character being given to him?—I am afraid one must not say no to that. The master may have rendered himself liable under Section 130. But we cannot help it.

2436. At present the system that you want is this, that if the superintendent finds the master gives a "decline" to a man who has not got a certain entry against him in his log-book, he has to step in and say, "I demand that man is to have a V.G. because there are no entries against him." That would be the logical result of your proposal, would it not?—Yes; you cannot get beyond it, that is the common law. It is simple justice, with a logbook for offences.

2437. That is a negative proposition, but the other is a positive one where the master has the record. Are you going to compel a master to give a man a good character because he has escaped being logged?—No, but I would certainly say that your official has the right to bring to the notice of certain shipmasters Section 130, and say, "Well, if you make a false report of character you are committing a misdemeanour."

2438. (Mr. Howell.) But only when a report is made. The section says if any person makes a false report of character knowing the same to be false, and so on; but the report must be made?—But if the master, knowing that a man is guilty of an offence, refrains from logging him, and gives him a good character, he brings himself within that section by suppressing the truth.

2439. (Captain Chalmers.) There is no evidence?—And that is why I put that. I say this, that there was a time when the masters dared no more have logged the men than have committed the offence themselves. I mean there was a time when the men had merely to threaten a master, "If you report us you will hear from the Union." That was in 1888 and 1889 the unwritten law of the men. Masters have told me, "We dare not log offences."

2440. Would it not come to this in the case of a prosecution under Section 130 that the Court would find that the character described in Section 129 was the individual opinion of the master, and not the concrete opinion of a body of men sitting afterwards, or the concrete opinion of the crew, but that the character to be given under Section 129 was the individual opinion of the master as to the qualifications and conduct of that man?—If you are talking about the great unpaid, or even the stipendiary magistrates, that would be a different thing; but your official—as a court—would have knowledge of all the circumstances before him. Supposing that the master comes up with a clean log-book and the mate steps forward, or the engineer, and says, "Well, Mr. Superintendent, I do not think that is a proper record of the matter. This man committed an offence"—such as the one recorded in the log before you—"This man has been a public nuisance on board; we have been in terror of our lives, and here the captain brings a clean record, because he is afraid of violence." Then I say your official having the quasi functions of a magistrate can take such evidence as will enable him to say to the captain, "You are bound by law not to give a false report of character" when a public offence is committed.

2441. How are you to alter the master's opinion when the statute says that to give a false certificate of character

he must have known the same to have been false, and he in his individual capacity says it is not—how can he know it is false when his absolute conviction is that the man's character for conduct is good. True, he may have been guilty of temporary aberration from a straight line, but that does not affect his general conduct?—But, as I say, the officer steps forward, the same as at Port Said, and says, "Yes, Mr. Superintendent, the captain is afraid; he knocked the captain down and threatened to assault him and other persons. If there had been a policeman he would have taken this man in charge; there was no policeman, the captain was the policeman, and he will not do his duty under the statute." That is the way I look at it. There are such cases where men have been put in irons by the captain, and yet he has forgiven them and not logged it. How could that captain say in his opinion this man had done nothing? If he gave V.G.—that is the effect.

2442. Do you not recognise this, that a man's character for conduct is not founded on an isolated act, or two or three isolated acts, but it is founded upon his conduct throughout the voyage in general?—I think so. We want to be extremely lenient; but I say when you have such a record as this, with men being nearly every week of the voyage filled up in the log, and the Consul on board at each port, I say that you then have arrived at a point where unless you punish the men others will think it no use being V.G. or steady.

2443. These cases that you are quoting are exceptional?—They are exceptional now, but in the period that I spoke of they were quite the rule.

2444. If the seamen's representatives that have attended before us have told us that any system of continuous discharge we may bring into force will be useless without further legislation, what weight would you be inclined to attach to that?—The only weight is that we have issued 60,000 tickets of continuous discharge ourselves, and that if we had had the official stamp we would have had every man under continuous discharge. If the Board of Trade had agreed to stamp our documents we should have had this done.

2445. And you think that no further legislation is required, either as to rating or anything else?—In that way I do not think it necessary.

2446. Do you think we could depend upon the shipowners instructing shipmasters, and the shipmasters insisting upon the book being given up when they signed articles of agreement?—I think that the continuous discharge should be given up to the master the same as the discharges, and under no circumstances can he get it back without the authority of your official.

2447. If the seaman fails to join, you would advocate the master being instructed to send the books back when he sent the Eng. 2?—Undoubtedly, because the man who failed to join might put forward legitimate reasons—as they do with us—with which we are satisfied.

2448. There is another question which does not bear entirely upon this, but it is an important one: In the case of deserters, known deserters, men who are constantly signing on, very likely four or five ships in a month sometimes, and always failing to join, who come into the shipping office, and are perfectly well-known to the superintendent and deputies as doing this, would you advocate the master being asked in each case, before the men came in, to sign a paper running something to this effect: "Should any man present himself who is a known deserter to the superintendent, will the superintendent be good enough to hand me the Deserters' Book bearing the man's name"?—I say that it is his duty now by the statute to keep a list of the deserters.

2449. But does the statute give him any right to show it to the master unless he is asked to do so?—I think possibly the exact terms do not give him the right—the master has to apply to see it.

2450. Would the shipowners approve of the department putting out a recommendation to the effect that the superintendent should in all cases ask the master to sign that paper, so that when these habitual deserters present themselves all that the superintendent would have then to do would be to turn up the Deserters' Book, open it at the name, and hand it to the master?—We certainly should approve of that, because in no other way can we get rid of these men. I want to tell you that this is not usefully carried out in your offices; they will not show

the list to our officers; possibly they have no right to ask for it.

2451. (Mr. Howell.) Section 230 of the Merchant Shipping Act of 1854 says: "A superintendent shall keep at his office a list of the seamen who, to the best of his knowledge and belief, have deserted or failed to join their ships after signing an agreement to proceed to sea in them, and shall not be liable in respect of any entry made in good faith in the list." It is quite clear that under that section a list has got to be kept, that it is only to be shown on request, and only to the master of the ship?—Supposing our official was the master of a ship?

2452. (Mr. Howell.) If he is a master of a ship he can ask for it—

2453. (Captain Chalmers.) He must be actually a master of a ship, not merely holding a certificate. (To the Witness.) If the man deserts abroad, what do you recommend that the master should do with the book then?—Hand it to the Consul, with account of his balance of wages due up to that date.

2454. In one part of your evidence you spoke of giving power to cancel the continuous discharge certificate on certain offences?—The same as we do for misconduct.

2455. But could that be done with a record of service. You see this record of service is a discharge really; it is only as that that we grant it under the statute. Could a record of service be cancelled?—Certainly, the same as a certificate, for certain offences.

2456. (Mr. Howell.) You would not wish to cancel the record of a fact?—I admit that there is nothing in the present law to cancel the men's record of service.

2457. (Captain Chalmers.) It is absolutely his property, is it not?—It should be, subject to forfeiture for certain offences.

2458. (Mr. Howell.) We shall be very pleased to hear anything that you would like to say. We are much obliged to you for your answers to our questions, and if there are some points that we have not brought out we shall be glad if you will add anything?—I wanted to explain our books to you. Lord Dudley asked that they should be sent up, and I marked one or two questions in this proof that I see needed some explanation. In Question 2116 I spoke of a number of letters—I do not know whether they have sent you that book up—a book full of letters? (The letters were handed to Witness.) Now these may seem to you very few. These are the letters and the reasons given by seamen for "missing" their ships, as they call it; they are in most cases desertions. In some cases they are proper reasons. I stated that sometimes in the Missions and Bethels they wrote or had the letters written for them. These are only a few which we have in the head office, because our system is to give them in at the District Offices; but I promised to put in this book (handing in same), as a sample.

2459. You bring them as examples?—Yes. Here is one written at a Mission to Seamen at Manchester: "Will you kindly give me permission to sign here through the Federation Offices! I joined the Federation nearly two years ago, and went out to Australia in Lund's Line. Owing to the discomfort on board I missed the ship in Port Adelaide and stayed working ashore, and then afterwards on the coast. I stated my case to the superintendent, and I showed my discharges which I had, and he told me to write to you. If you will be kind enough to let me make a voyage from here I will make myself proper in the Federation when I come back again. The chief engineer of the ship kept all our papers when signed in London to be returned to us at the end of the voyage, so that I hope you will give me a chance to get all right." It is signed "James Williams." We made inquiry, and we found that to be a *bona fide* letter. But the captain's report was that the man had deserted because he could get more wages ashore. We pointed that out, and said that "It will be necessary for you to apply to the shipowner and ask whether he has any objections to your being reinstated." Mr. Lund wrote back, saying that he had no objections, and the man was reinstated. That shows what the effect of our system is without any official support. If we had official support it would be much better. The one thing required is the stamp to certify the offence.

2460. Would you say that that is typical of the letters that you wished to explain to us?—Yes.

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2461. Have you any other point?—Well, at Question 2117 you asked me if we had got any record of a man's services, and I said: "Yes, we have his record in our books. We have large entry books in which the men's services are entered." If you give me the large book No. 3, I will show you that our system is not so bad. We are able to trace men if required. This (pointing) is merely a register of a man, and here are his renewals, with the dates.

2462. Does this all refer to one man?—No. We take them in the ordinary way of filing; their names come out alphabetically, and these are the dates, with the renewals of certificates, which go for a certain number of years. That is the way that we trace them; but then it is done more completely in the Continuous Discharge Benefit book. That merely shows how each man is dealt with after simple registry.

2463. (Captain Chalmers.) How do you trace a record of service?—We go back on his book number, and trace it.

2464. Supposing he has lost his book?—We find the number of his parchment and the number of his book. There are consecutive numbers for each district. Every part that is issued in our twenty-one districts is marked with the name of the district, and the consecutive numbers 20,000 in each district—the moment you have got a man's parchment you can refer and see whether he is a benefit man, because there are thousands of tickets where the men do not take a benefit book for reasons of their own.

2465. Supposing a man loses his book, and refers to you, you find out his dates of renewal, but in the absence of an absolute duplicate of the book how can you fill in a new book with his services in?—We have the whole of his record in the book.

2466. You have a further book?—Oh, yes, that is the point I wished to explain. The man's number in the benefit book is put down in a column, and then each renewal that he has got is also put down. The number of his certificate is put down, and the number of his book, so that a man will come and say: "My name is So-and-so, and here is the record," and we track it up in the book, and find that it is correct.

2467. (Mr. Clark Hall.) Do you record each voyage?—Yes, in the Benefit Book.

2468. Then do you cancel the old book that is lost, and give him a new book, or do you give him a book with the same number?—We give him a book with the same number, but to renew the voyage records he must apply to your office.

2469. You do know, and have a record. If a man is in the habit of losing his book would you enter the fact that he has lost it, and you have issued a duplicate?—Yes, in "Benefit Registry," remarks column.

2470. (Captain Chalmers.) And enter in that column whether he has lost his book?—Yes. Then if a man dies he is either lined out, or marked with a date.

2471. But his detailed record of service is not kept?—The entry here is "Died, London Hospital, May, 1899," so that we do keep as good a record as we can.

2472. What I want to know is this: The detailed record of his service is not kept in each individual ship, but you are thrown back upon the Registrar-General?—Certainly, if required.

2473. Would not that increase the labour very materially if you had to do that, and the cost of the material?—Yes—Mr. Clark Hall does it so well—we need not attempt it.

2474. (Mr. Clark Hall.) Yes?—It has been merely a question of 6d. We have made them get their records, and had them entered.

2475. Each man is registered?—Oh, yes; this is the case of benefit claims only.

2476. Is that the 70,000 benefit tickets?—Yes. There we keep a central register. These (pointing) are the claims. There are a large number of those who have made claims and been paid, and the whole of the facts entered in regard to them. Then when it is a question of black-listing, I want to show you how that is worked out—but it is very imperfect as compared with your own system. This book is for 1897.

2477-81. Would you let us know how the black list works?—Now, the report of this man comes up, do you see, here from any district—this happens to be from the Thames District—"Carrol, James, Trimmer, No. of Parchment ticket, 16,126; District, Thames; No. of Benefit book, none; District, Address"—there is his address—"Name of the vessel; 'Failed to join after cashing an advance note.'" He had no book, and therefore was black-listed. A copy of this is sent round to our twenty districts, and then this man has to write a letter, as in this book.

2482. Would not he call himself "James Jones"?—But if he has a benefit book then we keep a central register of those men black-listed in this way—it is a small edition of your much more elaborate system. There is a cabinet in the central office and in the district office, so we can tell whether he is a second offender. We only keep the register of those who have got books. Here is "Bethel, William Henry, of the Royal Naval Reserve"—an A.B.—"No. of Parchment ticket, 146. Manchester"—his benefit book is 153, of Manchester—"Age, 28; 5ft. 4in. high, hair fair, eyes blue, complexion fair; personal marks, H. S. and an anchor and a heart on right arm"—and his offence—"Failed to join the ship, 'Manchester Corporation,' in March. 22nd November, 1899." That is the only record. Supposing a man has his ticket suspended for a month, if he is black-listed a second time his name is logged up, and without pressing very hard upon the men, they know that they cannot escape. But each case has to come before myself or the secretary, and we mark what the man is to get, or we refuse where the offence is not sufficient, or the man says, "I was ill," or, "I was drunk, and did not intend to desert." We form the best judgment—no doubt very erroneous sometimes, but we make an effort, and attempt to improve the man.

2483. Is there any other point?—I do not think there is anything beyond the register that we keep. We try, if possible, to carry out your views. This, No. 8, will be the Apprentice Register at the District Offices, and this is the form that we make at the Central Office.

2484. What is the object of this?—Simply to keep before the owner the question if he likes to see it.

2485. This is about the boy sailors?—Yes. This is to fill up, and these are the records of what he is, and then the application for the ticket. These are made for the owners, and they have their apprentices, and that is to remind them when the apprentices' renewal must be taken for benefit system. It is to encourage the lad during service.

2486. And gives every facility for the system?—Yes. At the same time it is not running very freely. We have not more than 500 cases, and we have not managed to get the whole of these off under the conditions of service.

2487. (Mr. Clark Hall.) Those 500 are boy sailors, are they not?—We get the application from the boy sailor, and register him in the district book for apprentices.

2488. And those others have not been employed yet?—Employed as boys only and ordinary seamen, but not as apprentices. This merely records whether he gets off his apprentices.

2489. Have they gone off as boys?—Yes, in most cases since 1894. It has been an utter failure so far as we are concerned. We have done all that we possibly could to facilitate engagements. There are still those who say that the Federation never pays anything for benefits. That is a mere delusion and a snare. I have produced the book recording payments.

2490. (Mr. Howell.) Is there any other point that you would like to call our attention to?—I do not think there is, unless I have not explained everything that you wished to know. I have put in all the different forms. This is the form for the men who apply at the office, and what we call the Daily Journal. This happens to be the Mersey District, I see. These are the men, and these are the dates when they apply, and when they get employment they are ruled out. The men present themselves, and this is how they deal with them. The men say, "You have got our record in your books, and we ask for employment." This man asks for employment on the 8th, 9th, 10th, 12th, and 13th, and he does not get any engagement. He has applied five days, and no captain has chosen him, but others have been selected.

2491. (*Mr. Clark Hall.*) You have one of these at each centre?—At each office. But that is merely a rough daily journal; in fact, for our purpose in this case it is to know how many seamen there are in each district, because in this way we get a return of how many are applying for employment.

2492. (*Mr. Howell.*) Generally, on the subject of our inquiry, is there anything you would like to add to your evidence?—I do not think there is. I have tried to put before you the reasons why continuous records should be adopted. Our strong reason is to get one man, one certificate, and to offer them a system of reward for good service. In that way we think, with the existing law, you can put considerable pressure upon seamen to become steady. They will see men applying to have their characters; and when they see that these men get regular

employment and better pay, others will try to improve themselves. At present they are all equal, and the bad men get the same chance as steady men.

2493. Have you anything more to add?—At Question 2167 there is a question of yours, Mr. Howell, where you say, "I think I have a print here of the proposed changes in your benefit system." I put this in, which is the actual document (*handing in same*). Then in Question 2172, where the schedule of the shore employments is put in, I want to explain to you what is there. You will see several of them are blank. That is because in that particular district, at the time they had not been able to get from the fire brigade, or scaffolders, the number of men; it is not because there are no men.

(*Mr. Howell.*) We are much obliged to you for your evidence.

*Mr. G. A.  
Laws.*

19 Jan. 1900.

[APPENDIX.]



No. 152.

## APPENDIX.

First PagePAPER handed in by *Mr. Smith.*

To have the surname of the seaman and the number of the certificate on the cover, and to be called on the outside "Seaman's Certificate."

Form approved by the Board of Trade.

## DRAFT FORM OF SEAMAN'S CERTIFICATE OF SERVICE.

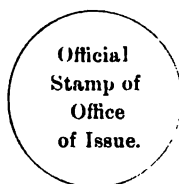
(Christian Names and Surname of Seaman (in full text).

1.

Year when born. 2.	Town and Country where born.* 3.	Height. 4.	Complexion. 5.	Colour of (1) Hair, and of (2) Eyes. 6.	Personal Marks and Peculiarities. 7.
				(1.)	
				(2.)	

\* If born in a foreign country state if a natural-born British subject, or if naturalised.

NOTE.—All entries or writing in this book to be made by Government officials only.

Seaman's Signature.  
8.

NOTE 1.—This Book may be handed to the Master on the Seaman's engagement, and retained during his service. It is then to be delivered with the Agreement to the official before whom the Seaman is to be paid, to have the Certificate of Discharge entered herein.

Should the Seaman desert, or fail to join the ship, or die, this book is to be sent (with the Form Eng. 2) to the Superintendent of the nearest Mercantile Marine Office.

NOTE 2.—Any Person who forges or fraudulently alters any Certificate or Report, or who makes use of any Certificate or Report which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanour, and may be fined or imprisoned.

N.B.—Should this Certificate come into the possession of any person to whom it does not belong it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Seamen, Custom House, London, E.C.

Second and succeeding Pages.

## CERTIFICATES OF DISCHARGE.

No. 152.

For Seamen discharged before the Superintendent of a Mercantile Marine Office in the United Kingdom, a British Consul, or a Shipping Officer in a British Possession Abroad.

Date when he is to join, and Port of Engagement. 9.	Name of Ship, and Official No. 10.	Net Regd. Tonnage. 11.	Nom. H.P. of Engines. 12.	Description of Voyage. 13.	Capacity. 14.
16.					
Date and Place of leaving above Ship. 15.	Copy of Report of Character as stated by Master in Official Log Book.		For Conduct. 17.	For Ability. 18.	Office Seal or Stamp at Port of Discharge, as certifying the Service to be correctly stated* and the Character as reported. 19.
Signature of Master.					

\* If the Seaman does not require a Certificate of his character, obliterate the discs with two horizontal lines and the words in Column 19 that do not apply.

# INDEX.

## BARCLAY, Capt. G. H., Summary of his Evidence (713-819).

Represents Merchant Service Guild, 713-4. Submits resolutions passed by Guild expressing strong opinion that old system of discharge should be abolished and that continuous discharge system should be made compulsory. Each discharge should give name, personal description, nationality, character, 715. The Guild is composed of masters and officers, the number of members being about 4,000, almost all in active service, 716-9. He had served at sea for 21 years, six years as master in Hall Line, now retired, 720-2; thinks present system of discharge wants altering, for if you give a seaman a bad discharge he simply tears it up and gets a ship with a previous discharge; has sailed with a continuous discharge system for Lascars, 723. Continuous discharge system would tend to stop drunkenness and insubordination, 724; care would have to be taken to prevent seamen tearing or burning out records of bad character in the continuous form, 725-6. There should only be one form of continuous discharge, and it should be a record of service and character, 727-9. Was not aware that under the law the seaman can decide whether or not a record of his conduct is inserted in the present discharge and that to make it compulsory legislation would be required. Does not think two forms, one for service and another for conduct, should be adopted. The Guild considered that there should be one book, 730-50. When engaging a man he does not ask for his discharges because he cannot be sure that those he has really belong to him, 751-5. On the whole thinks that masters should take charge of continuous discharge books during voyage in order to check desertion. If a man deserted his book would be sent to the Registrar-General and he should be able to get a copy of it in case of loss, 756-65. Does not think seamen would object to a continuous discharge system, but the seamen's representatives would, 766. If the master took the continuous discharge book from the seaman at time of engagement, produced it to the Superintendent for an entry of the engagement to be made and retained the book, then if seaman deserted there would remain in the book a record of his having shipped, 767. Although official discharge form recognises simply the record of service, his Guild consider the man's ability and conduct should be recorded as well as the service, 768-81. As a rule the seaman can get a ship when he wants one, but officers cannot, 782-3. In engaging men the captains should have no difficulty in insisting upon the books being produced and the Superintendent should enter date of engagement and hand book to the master, 784-7. If system were adopted thinks masters would not engage men who did not produce their books, provided the masters could afford to refuse men, 788-9. The success of the system would greatly depend on the shipmasters, 790; they would not ship men without books either at home or abroad unless driven into a corner, 791-2. Books of deserters abroad should be handed to the Consul, 793-5; if space for character was consistently blank it would influence him against the man, 796-8; he would certainly ask for report on character if that was provided separately, 799-800. In engaging substitutes at last moment a captain might have to take whom he could get, but if they had books he would not be at the mercy of "pier-head jumpers." Men would have better discharges if continuous system were enforced, 801. The continuous discharge system for "natives" is considered a great success, 802. Present system of discharges has completely broken down, 808. Thinks masters would, as far as possible, insist on the production of the continuous book, 809-12. A "V.G." character is given lightly now often to save trouble, 813-14; for present discharge is practically valueless, 815; but with continuous system masters would be careful to report true character and if they erred at all it would be on the side of mercy, 816-7. Any discharge without a

description of the man is absolutely useless, 818. System of continuous discharge would be popular with the respectable and better class men. Nearly all best Britishers are in the big lines, where the system of continuous discharge is practically in vogue. He refers to the Cunard, White Star and Dominion Lines, 819.

## BEAZLEY, Mr. J. H., Summary of his Evidence (1303-1418) :

Is a steamship owner, 1304-5; is connected with the Liverpool Steamship Owners' Association, 1306-7. He advocated continuous discharges in 1883 in order to prevent seamen failing to join their ships, 1308; the proposal was opposed by Mr. Gray, of the Board of Trade, because (1) the register ticket had failed; (2) a continuous record of service was already obtainable; (3) captains ought not to have the power of spoiling a man's record; (4) to require the continuous certificate in every case would be a hindrance to shipping; (5) the continuous certificates would cost 1,000*l.* to 2,000*l.* a year, 1309-11. In 1888 Mr. Gray opposed a proposal to prevent carpenters and boat-swains shipping without certificates of competency; and approved of masters holding men's discharges after signing articles, 1313. A voluntary continuous certificate tried at Liverpool did not succeed, 1315. Liverpool shipowners approve continuous certificates in theory, but are afraid of them being made compulsory, 1320. Continuous certificates would be very successful with the better class of men, 1321; but there is not sufficient reason for introducing them at present, 1322. A law to prevent men shipping without continuous certificates would be strongly objected to, because it would restrict the field of selection and cause delay and detention to ships, 1323-37. Shipowners claim the right enjoyed by other employers of engaging whom they choose, 1340. If the new continuous form is merely to take the place of the present form there would be no objection to it, 1343-7. To require all men to have continuous certificates would cause delay when the men had lost their certificates, 1352-6. The objection to the present system, viz., that men tear up bad discharges, would apply to the continuous form, 1361-6. If masters valued the continuous form, as showing the men's characters, and refused to engage seamen without them, the men would be less likely to tear them, 1367-75. At present shipowners do not complain of men not keeping their engagements or as to their quality, 1377-87. There is reason to fear that continuous discharges will involve compulsory rating, the two things having been coupled together already, 1388-96. A rating Bill would be an interference with freedom, 1397-8; and would place additional power in the hands of agitators, 1399-1404. Continuous discharges would give masters some knowledge of the men they were engaging, and there is no objection to them as long as they are not made compulsory, 1405-1410, 1418.

## BENNET, Mr. James, Summary of his Evidence (1837-1872):

Is district secretary of Sailors' Union at Goole, 1837. Holds master's certificate, but six years ago through an accident was incapacitated from going to sea; has held his present appointment three years, 1838-41. Has had every chance of knowing about engagement and discharge of seamen, and of devices to get them to desert, 1842; and thinks present system of discharge practically useless, men do not value their discharges, and a boarding master can provide one if wanted; a man's appearance often gets him a ship without a discharge, 1843-4. It is common for "V.G." and bad discharges to be given to men who do not deserve them in either case, 1845-7. Continuous discharges should only be records of service; he recognises, however, that the captain is the right person to give a character, but there should be oppor-

tunity for appeal against a bad character, though that might mean fresh legislation, 1850-9. Continuous discharges should have the same effect as a Naval Reserve Book, should be a complete record and should be beneficial to the seamen, and to the owners and officers, 1860-5. The usual discharges given are "V.G." or "Decline," and he would not consider "G." equivalent to "V.G.", 1866-9. Thinks discharges are given too lightly, and would recommend that no continuous discharges be granted to foreigners who are not able to speak or understand the English language, 1870-1. A system of continuous discharges would be a great improvement, 1872.

**BROWN, Mr. William, Summary of his Evidence (1942-98) :**

Is Secretary of the North Shields branch of the National Sailors' and Firemen's Union, and a member of the North Shields Local Marine Board, 1942. He became secretary of the branch 10 years ago, when he left the sea after 16 years' experience in all kinds of vessels, and he has been present when thousands of seamen have been discharged, 1943-4. Thinks compulsory continuous discharge certificates would be beneficial to both owners and men, 1945-6, 1959; discharges are now given too lightly, "V. G." and bad discharges being given wrongly in many cases, 1947-9. A lot of trouble has been caused on board ship by what is called "field days;" on those days men are required to do extra work without getting extra pay, and they often get bad discharges through complaining of this, 1950-6. The present system of discharges has not worked well and a system of continuous discharges would be an improvement, 1957-8. Instances a case in which a Local Marine Board were not prepared to take the discharges alone as a record of character, but wanted written certificates in addition, 1959-61. Thinks seamen would value a form of continuous discharge, and that it would be the means of steadying men, checking failures to join, 1962-3. Considers men are sometimes kept too long in strange ports waiting to be paid off, 1964-6; A "G" discharge means practically "go," 1967-71. Officers carefully examine discharges as a rule and a man will not present a bad one, but will say that he was working ashore during the period covered by it, 1972-5. Has never seen a discharge on which there was no character at all, 1976-8. Does not think seamen really understand that they can refuse to have their character recorded, 1979. Continuous discharges should be in book form, and on the face of the page a description of the man, his name, age, rating, etc. should appear, 1980-2; but he hopes some means of appealing against a captain's bad report may be adopted, the seaman's option of refusing a character not being sufficient, 1983-9. Continuous discharge books should be given up to the master at the time of engagement, and he would prefer that afterwards they should be kept by the superintendent until claimed by the seaman again, 1990-4. A stiff fee should be charged for supplying duplicate books, 1995-7. The adoption of the continuous form would improve matters all round, 1998.

**BULKELEY, Captain T. D., Summary of his Evidence (1999-2077).**

Has been in the service of the Royal Mail Steamship Company all his life and only left the sea last year, 1999-2001; thinks continuous discharges would be a good thing and would prevent many failures to join and desertions, especially if the books were handed to the master as soon as the seamen had signed, 2002. They should be compulsory, and should record both service and character, but report on latter should not be entirely left with the master, 2003-5. The character should be based on entries in the log, and should be verified by the official before whom the seaman is being discharged, 2006-10. The "V.G." discharge is often given given too lightly, 2011-13. A seamen should be forced to take a character, for the continuous discharge form should show the whole history of the man, 2014-20. The book might contain records extending over a period of five years, 2021. A continuous discharge system would be popular with the good men, and probably would steady others, at the same time preventing the robbery and exchange of discharges and the consequent presentation of bogus certificates, 2022-6. It would probably check desertions and a description of the seaman should certainly appear in the book, 2027-8. Such a system would be a distinct advantage,

2029-30. A man with a "G." discharge would be looked upon as rather an inferior character, 2031-3. Did not know that according to the law the superintendent is alone empowered to record a seaman's character on that seaman's request, but thinks that if a continuous form is adopted the law should be altered so as to make it compulsory for character to be stated, 2034-46; bad reports being verified from the log by the superintendent, although, if difficulties occur, the present optional system is a good alternative, 2047-53. Masters would co-operate in bringing a continuous system into force, 2054; and would, except under special circumstances, insist upon the production of the book before engaging a man, 2055-8. Upon production of the book an entry should at once be made of the engagement and the book given into custody of master. If the man failed to join it should be sent to the superintendent; if he deserted abroad it should be handed to the Consul or to the shipping master, 2059-66. In shipping men abroad the book should be produced and no man engaged without it unless it was absolutely necessary for the purpose of making up the crew, 2067-8. If a man consistently refused to have a record of his character he would consider it an indication of bad character; to rely alone on a man's record of service would not be entirely safe, 2069-74; masters would help to institute the continuous system and so would those in authority at the Seamen's and Firemen's Union, 2075. In case of engaging substitutes at the last moment masters might be allowed to dispense with the production of the book, 2076-7.

**CAREY, Mr. Thomas, Summary of his Evidence (1873-1941).**

Is secretary of the Cardiff branch of the Sailors' and Firemen's Union, with which he has been associated since 1892. Previously he was at sea for 10 years 1873-8; has had seven years' experience in large ports of engagements and discharge of seamen, and thinks present system of discharge is a farce, 1879-81; it may be all right as a record of service but not for character and ability, 1882. Both "V.G." and bad discharges are given unfairly in many cases, 1883-5; gives specific cases in which bad discharges have been given wrongly, 1886-92. Seamen of Bristol Channel ports are of opinion that continuous discharges should be made compulsory, and that they would check failures to join, and desertions abroad, but report on character should not rest solely with captain; their adoption in time would make a better class of men follow the sea, 1893-5. Seamen would value a continuous form more than present form; it should be only form approved by Board of Trade and should be produced on engagement, 1896-1901. It should simply be a record of service, 1902-6. Continuous discharges would have a good effect on desertions, 1907-9. And would be a great benefit, 1910-12. Most masters would construe a "G" discharge as a bad one, 1913-16. The book of continuous discharges should be similar to the Royal Naval Reserve book and ought to provide for ten years' voyages, 1917-19. Seamen would not object to give up their books at time of engagement and an entry of the engagement should be made at the same time as the articles are signed, 1920-2. If a seaman failed to join or deserted his book should be returned to Board of Trade, 1923-4. Books should remain in possession of master during voyage, and if a seaman deserted abroad the book should be returned to Board of Trade rather than handed to Consul, 1925-36. The continuous form should simply be a record of service, but seamen could have the option of getting their characters stamped on the back, 1937-9. A fee should be charged for supplying a duplicate book, 1940-1.

**CARRINGTON, Captain JOHN, Summary of his Evidence (1190-1244) :**

Is a master mariner, and has been in command of sailing ships and steamers since 1876, 1190. Represents the Mercantile Marine Service Association, which comprises nearly 3,000 shipmasters and officers, 1191-2. The Council of the Association consider that a system of continuous discharge certificates should be adopted, and should be in such a form as could easily be glanced over by a master or mate when selecting a crew. It should contain a description of the holder, and columns for reports on conduct and ability, and another for remarks. The master should have full discretion in giving a character to a seaman. As a rule masters are very cautious in giving a bad dis-

charge, but in the case of continuous discharges they should be careful to see that bad discharges were justified by entries in the official log. He does not think that one bad discharge in a series would be fatal to the chances of future employment, and considers that a compulsory system of continuous discharges would prevent personation. The form adopted might be an adaptation of that used in the Navy, or by the Government of India for Lascar seamen, and an entry should be immediately made upon the seaman signing articles, and the book kept by the master until the vessel had sailed, thus checking "failures to join." If a seaman failed to join, his book should be returned to the superintendent, 1193, 1239-44. Seamen should be obliged to accept the master's report on character, and he would change the law in order to effect this. He did not know that the seaman at present need not accept anything but a discharge showing a record of service, 1194-1202. He thinks his point as regards character would be met by the seaman having the option of getting a report placed on the blank back of the discharge, for if no report appeared there masters would consider that there was something against the man, and under these circumstances he would not press for columns for a compulsory record of character and ability, 1203-11. Admits that "V.G." discharges are given very liberally, but in the majority of cases he thinks that masters give them because they consider the seamen deserve them, 1212-22. He thinks masters would be very careful to give really just characters in the case of continuous discharges, 1223-4. The man's book might be given to him when the vessel has sailed, 1225-8. Thinks a book would be preferable to a sheet, 1229. He takes charge of the certificates of his officers during the voyage, and would take charge of the men's books if allowed by law to do so, and would not engage a man without seeing his book. Thinks masters would co-operate in this way, 1230-8.

CHANDLER, Captain S. R., Summary of his Evidence (963-1071):

The present discharges are useless because they can be destroyed, and contain no description of the holder, 903-7. The only discharge that would be any good would be a compulsory and continuous one containing a record of service and character, 908; it would make men behave better, 909. A man with "G." is sometimes at a disadvantage, but some large companies give nothing higher, 910-11. "V.G." is given indiscriminately, 912; partly because the shipping officers persuade masters to give "V.G.", 913-7. The continuous discharge should be compulsory, 918-9; and should contain a record of character, 921; there is no insuperable objection to making men take their character, 924-8. If there are two books, one for service and one for character, masters will not fill them up unless compelled to, 930-1. Men who keep the present discharges for years are no better off than others who don't, 932-44; this is partly due to masters not giving true characters, 945-7. If the record of character is left optional, it will become a dead letter, 948-53; men will not have their character recorded unless it is compulsory, 954-6; they are never consulted about it now, 957; legislation could provide against masters giving bad characters unjustly, 957-8; this could be done by providing that entries in the log against a man should be signed by more people, 959-65, 1067-8. In the days of sailing ships the discharges were a fair indication of a man's ability, 966-70; and of character, 971; they are not so now, mainly because masters want to avoid trouble when paying off their men, 972-5; mercantile marine officers sometimes oppose a man getting a bad discharge, 976-84. He himself requires the production of discharges whenever possible, 985-7. The men do not value the present discharges, 988-9; this is one of the reasons for advocating a continuous form, 990. If the continuous form were the only one, and compulsory, masters would require its production, 991-3; but they should be compelled by law to require it, 994-8. The date of engagement should be entered at the time, 1001; the continuous discharge should contain a description of the man, 1003-4. They should be retained by the master or officers throughout the voyage, 1005-6; discharges of men who fail to join are eventually destroyed, 1008-10. The continuous discharge should contain a record of character, 1012; there is no difficulty in making this record compulsory, and if it is optional it will not succeed, 1013-25; the record of service would then be the only indication of a man's

character, 1026-9. Masters should be fined who give good discharges to men who have been logged, 1035-7. Substitutes would for some time have to be shipped without books, 1038-40. Deserters' books should be returned to a superintendent or to the Registrar General, 1041. Discharges should contain a continuous record of service and character, 1042-4. If not made compulsory, the new system will be a failure, 1045-6. Masters should not be allowed to give good discharges to men who have been logged for serious offences, 1047-8. Masters would see that seamen had the continuous discharge books if they were made compulsory, 1049-52; compulsory discharges should be accompanied by some compulsory provision as to rating, 1053-6. Compulsory continuous discharges would tend to improve discipline, 1058; the present discharge is useless, because characters are not correctly given, 1059-61; masters should not be allowed to give good characters in bad cases, 1062-6; masters could not be more lenient than they are now, 1069.

COLEMAN, Mr. E. H. Summary of his Evidence (50-102):

Has had long experience at the office of the Registrar-General of Seamen, 50-52. Prior to 1835 the issue of discharge certificates was optional, and few were given, 53-5. In 1835 an Act required masters to give a certificate of discharge specifying the seaman's service, 56-7. An Act of 1844 required the certificates to be on a specified form, 58. In 1845 the register ticket, which was intended to identify the men and prevent desertion, was introduced, 58-67; there were many prosecutions for desertion, but the ticket did not succeed, 68-76. A voluntary form of continuous discharge was tried in Liverpool between 1846 and 1849 in connection with the Sailors' Home, but it had no legislative sanction, and failed, 78-81. In 1857 the Board of Trade issued a continuous discharge, which failed because it imposed much extra work on the superintendents, 82-90; the demand for these continuous certificates dropped off, the documents got dirty, and there was a difficulty in getting them produced for the second voyage, 91-4. In 1851 the record of character was first introduced into the certificate of discharge; it was optional then as now, 95-101. The changes in the form of discharge certificates have referred principally to the mode of marking the conduct and ability, 102.

CHARACTER.—Report of character was first introduced in 1851; it was voluntary then as now (Coleman, 95-101). Under present law seaman has option of having a copy of his report of character endorsed on his discharge certificate, or having it on a separate form (Murton, 1-28). Did not know seamen could refuse to have their character recorded on the discharge certificate (Carrington, 1194-1202; Hall, 1159-67). Seamen do not understand that they need not have their character recorded (Wilson, 1437; Brown, 1976-9). Seamen never demand record on a separate sheet, and do not know that they are entitled to it, or that they need not have their characters recorded on their discharges (Porteous, 399-404; Rees, 520, 550-2; Smith, 574-8). Character is put on the discharge as a matter of course (Rees, 553-4). Seamen are not asked whether they want their character recorded (Smith, 595-6). Masters seldom give bad discharges on account of the trouble involved (Pritchard, 1257-9; Wilson, 1435). "V.G." is often given lightly to save trouble (Barclay, 813-4). "V.G." is often given too lightly (Bulkeley, 2011-13). Masters do not give true characters at present (Chandler, 945-7, 972-84, 1059-61). Character is not given always according to desert at present (Laws, 2179-88). "V.G." is given loosely (Rees, 510-14). More common for masters to give too good report than unjustly bad one (Smith, 583-4). General practice is to give "V.G." (Smith, 583-8). Good characters are given when they should not be (Shaw, 320-30). Good and bad character is often given unfairly (Bennet, 1845-7; Carey, 1883-92; Brown, 1947-56). Masters are careless in giving characters (Henson, 1745-9). Cases in which masters have given characters wrongly (Foley, 1574-82; Henson, 1765-95). Character is not recorded in federation benefit books because the official discharge does not give a true record of character (Laws, 2323-39). "V.G." is given liberally, but in most cases masters think the men deserve it (Carrington, 1212-22). As a rule masters are very cautious in giving a bad discharge (Carrington, 1193). Legislation could pro-

vide against masters giving bad discharges unjustly by requiring entries in the log against a man to be signed by more people (Chandler, 959-65, 1067-8). A master should not decline to report except where an offence had been properly entered in the log (Hall, 1109-13, 1176-80). Bad discharges should be justified by entries in the official log (Carrington, 1193). A bad discharge should not be given unless justified by entries in the log (Pritchard, 1296-1302); should be based on entries in log and verified by official before whom seamen are discharged (Bulkeley, 2006-10). Bad character should not be given unless a man has been logged (Laws, 2212). Masters who give good discharges to men who have been logged should be fined (Chandler, 1035-7, 1062-6). Superintendents should settle disputes about character and see that the truth is always recorded (Laws, 2209-11, 2281-96, 2305, 2435-43). Seamen ought to be obliged to have their character recorded, but it will be sufficient if they have the option of having their character on the back of the discharge (Carrington, 1194-1206). If record of character is left optional it will become a dead letter; unless made compulsory men will not have it recorded; continuous discharges should contain record of character (Chandler, 948-56, 1012-29). No insuperable objection to making men take their character (Chandler, 924-8). If record of character were compulsory, it would not be unpopular, for the majority are good seamen (Rees, 508-9). Bad seamen would object to a compulsory record of character (Muskerry, 840-1). If character is made compulsory seamen should have right of appeal to some court of appeal (Wilson, 1488-1501; Henson, 1814-21; Bennet, 1851-9; Brown, 1985-9). No appeal necessary against a wrong character if seaman need not have his character recorded (Muskerry, 898-901). The continuous discharge should provide for the endorsement of character (Laws, 2304, 2427-32). Record of character should appear on continuous discharges, but seamen should still have the option of not having it recorded (Shaw, 374-5; Porteous, 431-5; Rees, 480-502; Smith, 591-4). Seamen should be pressed to have their character entered in their continuous discharges (Laws, 2426). Character should be on separate paper, but it might be put on the discharge if the seaman wished (Wilson, 1445-9, 1510-14). Character should be put on the back of the continuous certificate or left unrecorded (Kenny, 1716-7). The growing practice of giving special testimonials to firemen is a good one (Kenny, 1710-3). Under present law seaman can obtain duplicate copies of the report of character for such voyages as he selects (Murton, 29-42).

#### CONTINUOUS DISCHARGE CERTIFICATES.—

Former attempts to introduce continuous certificates in this country (Coleman, 78-102; Hooke, 165-80; Beazley, 1308-17; Laws, 2229, 2231, 2311). Description of system of continuous discharges for Lascars at Bombay (Porteous, 420-9). The Norwegian discharge book is a mere record of service, and is used in connection with the naval service (Eckell, 655-87). Swedish continuous discharge is simply a record of service, and was instituted in connection with a pension system (Eckell, 619-634). It is worth £50,000 of the country's money to introduce continuous certificates on which character would be recorded (Laws, 2309-10). If compulsory they would be beneficial to owners and men (Brown, 1945-6, 1962-3, 1998). Would be popular with good men, steady bad men, and check personation (Bulkeley, 2022-6). Would be very successful with better class of men (Beazley, 1321; Laws, 2232). If compulsory, would benefit seamen (Carey, 1893-6). Would be beneficial to seamen, owners and officers (Bennet, 1864-5). Seamen would take a pride in their books (Smith, 610). Would be of great benefit to seamen and masters (Henson, 1741-9). Would be to the interest of both masters and seamen (Hall, 1102-3). Would be advantageous and would prove a man's title to his rating and his services for Royal Naval Reserve purposes (Rees, 465-70). They would check desertion and be of great benefit (Carey, 1907-12). Would make men behave better (Chandler, 909). Would check desertions and failures to join (Bulkeley, 2002). Would be a check to loafers and bad characters (Hall, 1098-1100). Would make seamen steadier (Henson, 1800-1). Would tend to stop drunkenness and insubordination (Barclay, 724). Would lead to improved discipline (Chandler, 1058). When each man has one book pressure can be put on seamen to become steady (Laws, 2492, 2379-81).

Would prevent incompetent men getting to sea (Foley, 1607-12). Would make a good selection easier when there was a crush of men (Wilson, 1464-71). Would give masters some knowledge of men they were engaging (Beazley, 1406-7). There will be less possibility for personation (Laws, 2198-2200). Will prevent personation (Muskerry, 829; Hall, 1089-92; Carrington, 1193). Would check crimping from foreign ships (Wilson, 1483). Would place more obstacles in the way of crimps and bad seamen (Laws, 2421-5). Are not likely to be misused by crimps (Laws, 2319-22). Difficulty of getting a second book would prevent men selling them to crimps (Hall, 1152-3). Men could not get two books if superintendents insisted on proof of rating (Laws, 2360, 2367-70). If system were properly enforced men would not lose their books (Wilson, 1460). They would be of great value, even though there is no power to require their production on engagement (Laws, 2353-7, 2362-3). Compulsory continuous form would be a distinct improvement on the present system (Foley, 1605-6). Would be an advantage even with the present law (Foley, 1672-4; Kenny, 1709). They are impracticable; previous attempts have failed, and the documents become dirty, and get lost (Shaw, 291-4, 340-8). Little good can be done without legislation, and from seaman's point of view it is hardly worth while disturbing present state of things for such a small change (Wilson, 1543-4). There is not sufficient reason for introducing these certificates at present, but there would be no objection to them if they simply take the place of the present form (Beazley, 1322, 1343-7, 1418).

Should they be Compulsory?—They should be compulsory (Barclay, 715; Muskerry, 826-8; Chandler, 908, 918-21, 1042-6; Wilson, 1452, 1515, 1519-25; Foley, 1585-6; Carey, 1893-1901; Kenny, 1692-93, 1699-1700; Bulkeley, 2003-5). Should be the only form approved (Hooke, 202-4; Smith, 590; Henson, 1737; Laws, 2222, 2313-4). Scheme would soon fail unless men were not allowed to ship without continuous form (Wilson, 1476). Masters should not be allowed to engage men without books (Chandler, 991-8, 1049-52; Foley, 1620). Masters should insist on production of books at time of engagement (Kenny, 1725-6). Masters will demand the production of the books on engagement (Carrington, 1235-8; Pritchard, 1287-95). Masters would insist on production of books, save under exceptional circumstances (Bulkeley, 2055-8, 2075-7). Masters would insist on production of books whenever they could (Barclay, 788-92, 809-12). Masters would co-operate in making the scheme a success (Hall, 1181-9). A law to prevent men shipping without continuous discharges would be strongly objected to, because it would restrict the field of selection and detain ships (Beazley, 1323-37). Shipowners would oppose legislation which insisted on every man under all circumstances having a book (Laws, 2253-61).

Inclusion of Character.—Legislation would be required to enforce inclusion of record of conduct and ability (Murton, 45-7). Endorsement of character should be compulsory (Bulkeley, 2034-46; Chandler, 908, 918-21, 948-56, 1012-29, 1042-6). If record of conduct and ability is made compulsory, seamen should have a right of appeal to some court (Wilson, 1488-1501). Seamen should be compelled to have their character recorded, but it will be sufficient if they have the option of having their character on the back of the discharge (Carrington, 1194-6). A compulsory record of service alone would be an advantage to some extent (Muskerry, 847-55). Might be simply a record of service, and the man's character could be placed on the back (Rees, 555). Character should not be on the certificate, but on separate paper (Wilson, 1510-15; Kenny, 1681-93). Should be simply a record of service; at any rate, men should not be forced to have their character recorded (Foley, 1587-94, 1647-57, 1660-4). Should be a record of service only, but seamen could have option of having character stamped on the back (Carey, 1902). To rely on a man's record of service alone would not be entirely safe (Bulkeley, 2069-74). A copy of the report of character might be put on the back of the discharge (Porteous, 431-6; Rees, 480-502, 514-28; Smith, 591-603; Muskerry, 833-4; Hall, 1107-8, 1169-75; Wilson, 1445, 1518; Pritchard, 1266-78; Laws, 2304). Character should be put on the back of the certificate, or left unrecorded (Kenny, 1716-7). Seamen should have option of having character on discharge, or on separate sheet.

or not at all (Henson, 1752-64). The character spaces should never be left blank (Laws, 2280). The discharge should contain a record of conduct and ability (Barclay, 729; Carrington, 1193; Bulkeley, 2003-5). Conduct, ability, and sobriety are mentioned in the Australian and New Zealand discharges (Laws, 2215). Masters will be careful in giving characters if continuous discharges are introduced (Carrington, 1223-4). Men would keep their discharges, and masters would give just characters (Pritchard, 1260-5). Masters would be more careful in giving character; if they erred at all it would be on the side of mercy (Barclay, 816-7).

**Points of Detail.**—Their introduction would not materially increase the work at the Victoria Docks Mercantile Marine Office unless copies of the discharges had to be kept (Porteous, 456-8). Amount of extra work would depend on whether the books were handed in beforehand or not. In any case, they would entail more work, and cause additions to the staff (Shaw, 238-65). Would not much increase the work at the North Shields Mercantile Marine Office if the books were sent to the office beforehand (Rees, 529-37). Would simplify clerical work (Smith, 571-2, 604). Should only be in book form (Wilson, 1509, 1516). Should be like the Royal Naval Reserve books, and provide for ten years voyages (Carey, 1917-9). Books would be preferable to sheets (Carrington, 1229). Should be in book form (Kenny, 1714-5). Should be in a form easily examined by a master when selecting a crew (Carrington, 1193). The form might be an adaptation of that used in Navy or by Government of India for Lascars (Carrington, 1193). The Naval Reserve book would be a good model (Laws, 2312). A fee should be charged for duplicate books (Foley, 1658-9; Kenny, 1727-9; Henson, 1834-6; Carey, 1940-1; Brown, 1995-7). If a central register were to be kept of continuous discharges, twelve additional clerks would be necessary. Such a register might supersede engagement books and lists of deserters at the ports (Hooke, 205-14). Continuous discharges should be worked in connection with a registry system (Laws, 2201). A register of continuous discharges could be easily established (Laws, 2351-2). Should be liable to cancellation (Laws, 2454-7). Should be forfeited for repeated desertion, (Laws, 2205). A proper tribunal should have power to suspend a seaman's certificate (Foley, 1665-71). Should be retained by the master during the voyage (Hooke, 190-5; Porteous, 443-9; Rees, 540-3; Muskerry, 880-7; Chandler, 1005-6; Kenny, 1718-24; Laws, 2202, 2446). Compulsory continuous discharges should be accompanied by compulsory provision as to rating (Chandler, 1053-6). Men should prove their rating before getting the continuous certificate (Foley, 1595-8). Should only be given to those who know English (Wilson, 1482, 1484-5; Bennet, 1871). Should be called a certificate of service (Smith, 609). The system should not be retrospective, and six months' notice before introducing would be enough (Smith, 612-4). Could be limited to certain classes of seamen so long as Section 128 of the Merchant Shipping Act, 1894, is complied with (Murton, 48-9).

**DESERTION.**—Deserters, for repeated offences, should have their books forfeited, or should undergo period of compulsory Naval Service (Laws, 2205-6, 2297-2302). Masters should have to prove alleged desertion (Laws, 2207-8). The black list of men who have failed to join is not shown to masters unless they ask for it (Shaw, 289-90). Superintendents should call the attention of masters to habitual deserters (Laws, 2448-52). Deserters' books should be returned to the Superintendent or the Registrar General (Muskerry, 881-7; Chandler, 1041). If a man deserts abroad his book should be sent to a Consul or brought back to a Mercantile Marine Office (Wilson, 1534). Deserters should get their books when they come back (Wilson, 1479-81).

**DISCHARGE CERTIFICATES,** present form of.—History of certificates of discharge (Coleman, 50-102; Hooke, 131-79). Under the present law the discharge certificate is a record of service pure and simple; the seaman has the option of having his character recorded on it or not, or of having a copy of his character on a separate sheet (Murton, 1-28; 42-47). Bad men seldom get bad discharges, because masters wish to avoid trouble, and good men sometimes get bad

discharges through spite (Wilson, 1435-6). "V.G." is often given lightly to save trouble (Barclay, 813-4; Pritchard, 1257-9). Character is often given unjustly (Bennet, 1845-7; Carey, 1884-92; Brown, 1947-56). Discharge certificates do not give a true record (Foley, 1561-5). Cases in which masters have given wrong characters (Foley, 1574-82; Henson, 1768-95). Case where a man was discharged as "A.B." after one month's sea service (Foley, 1566-73). No guide to man's capacity (Wilson, 1430-4). Does not ask for them when engaging a crew as he cannot be sure they belong to the holders (Barclay, 751-5). Masters look more to men's appearances than to their discharges (Shaw, 331-4). In the days of sailing ships the discharges were a fair indication of a man's ability and character, but they are not so now mainly because masters wish to avoid trouble (Chandler, 968-84). Masters get no idea of men's characters from discharges, and they are unsatisfactory to men (Wilson, 1419-24). Present discharges are useless, because they can be destroyed, and contain no description of the holder and characters are not correctly given (Chandler, 903-7; 1059-61). Discharges are no guide to a man's character and ability (Kenny, 1677-80). Discharge certificates are useless (Henson, 1735-6; Bennet, 1843-4; Carey, 1879-82). Present system has not worked well (Brown, 1957-61). Present system has completely broken down (Barclay, 808). Present system not valued by seamen (Chandler, 988-9). Discharges not to be depended on for procuring employment (Foley, 1553-60). Unfavourable discharges are suppressed under present system (Hooke, 127; Porteous, 405-11; Rees, 462-4; Foley, 1583-4; Brown, 1972-5). A bad discharge injures a seaman (Henson, 1751). Present form favours personation (Pritchard, 1249-56; Laws, 2195-7). Is easily obtained and not valued (Wilson, 1526-7). Seamen seldom apply to the Registrar General for copies of all their discharges but only for single voyages (Hooke, 104-109). Registrar General is bound to supply copies of reports of seamen's character although applicant only specifies certain voyages (Murton, 29-42).

**ECKELL, Mr., Summary of his Evidence (619-712).**

Is acting Vice-Consul in the Swedish and Norwegian Consulate-General in London, 619. Is familiar with British system of discharge, and proposes to give evidence as to Swedish system, 620-1. In Sweden a book for discharges is used which does not indicate the seaman's character, but simply records his service and rating, showing each voyage, 622-7. The books are issued in connection with the Swedish Seamen's Houses, which in some respects resemble the English Shipping Offices, 628. Such houses are under Government, and were established to forward the interests of shipping and seamen. Seamen are entitled to a pension when they retire from the service from old age, illness, or accident, &c., and he thinks that it was in this connection that the books were first given to seamen, and that they were not meant originally to be discharges in the ordinary sense, 629-31. When a seaman registers himself at a Seamen's House he gets his Discharge Book, and he pays out of his wages a certain small amount to that House, 632-3. At the end of his service he shews his book to the authorities of the Seamen's House, who award him a pension in accordance with the regulations, 634. But there is no obligation to register and obtain the book, although practically all do so; a man can be discharged without a book, 635-40. If a book is lost, a copy can be obtained, and if seaman deserts he forfeits his right to pension, 641. The books are in possession of captain of vessel during voyage and deserters' books are sent to Seamen's House, 642-4. No obligation on captain to give certificate of character, but it is commonly done, and printed forms for the purpose can be obtained at Seamen's Houses, 645-7. No demand has been made to have record of character included in book of discharges, 648. As regards rating the book simply tells what the seaman calls himself, 649-54. In Norway these discharge books are filled in with special reference to the Naval service, every seaman being liable to serve in the Navy; when a man first ships he gets a paper called a patent, and if, after a probationary period, he elects to follow the sea, he gets his book, 655. The patent contains a description of the man, and is issued for one voyage or for a certain limit of time; it expires automatically when the man is 22, and he becomes a member of the Royal Naval Reserve. No record is made of the man's capacity, rating, or character,

656-72. Possessing a discharge book, he is not liable to serve in the Army, and the book is an inducement to seamen to keep straight, 673-7. Books are seldom lost, and when they are, the seaman has to pay a fine for losing them, 678-81. Norwegians give certificates of character similar to Swedish captains, 682-7. Seamen's Houses are established in Sweden at each principal port, 688-91. In engaging men it is the custom for captains to ask the men to produce their books showing their record, 687-97. No obligation on captains to give certificates of character, but when given they may, as a rule, be regarded as correct, 698-701. The seaman's contribution to the Seamen's House is in proportion to his wages, and is deducted from his wages by the captain, who pays it over to the Seamen's House, 702-3. Thinks there is no pension scheme for civil life and ordinary employments in Sweden, 704; and that this scheme for seamen is similar to the old age pension system in Germany, 705-8. But it does not apply in Norway, 709. In Sweden the master is not compelled to give a certificate of discharge, but must sign his name in the book, 710-12.

FOLEY, Mr. J. E., Summary of his Evidence (1545-1674).

Is secretary of the Bootle and Liverpool branches of the National Sailors' and Firemen's Union, and has had 20 years' experience in engaging and discharging seamen at home and abroad, 1545-9. Left the sea 18 months ago, and has had experience as seaman, petty officer, quartermaster, boatswain, and boatswain's mate, 1550-2. Never could depend on the certificates of discharge now in use to obtain employment, but has always depended upon special testimonials, which are taken in preference and required when passing for Board of Trade certificates, 1553-60. Objects to present system because it is not a true record, masters giving discharges without due consideration, very often according to some whim of their own, 1561-5; and instances case where man was discharged as an A.B. after only one month's sea service, 1566-73; also case where after five voyages with "V.G." for conduct and ability in same ship with same master, a man received "Decline" for sixth voyage, simply because he acted as representative of the crew in putting a grievance before the master on that voyage, 1574-82. A seaman getting a bad discharge does not use it, but gets employment on his old discharge, 1583-4. Certificates of continuous discharge should be made compulsory, 1585-6; and should simply record a man's service, 1587-91; if he wanted a certificate as to his character it should be given to him either on the back of his discharge or as a separate document, but he should not be forced to take a certificate of discharge which contained a record of his character, 1592-4, 1647-57, 1660-4. Before getting a continuous discharge certificate a seaman should have proved his qualifications, 1595; before being engaged in a certain capacity he should produce some evidence that he is fit for that capacity, 1596-8. He knows that legislation would be required to effect this, 1599-1602. Thinks a compulsory continuous form of discharge would be a distinct improvement on the present system, 1603-6; it would prevent a lot of incompetent men getting to sea, as such men would not have old discharges to fall back upon, and the whole of the seaman's record would be in the hands of the captain or owner, and show what sort of man he is, 1607-12. He would not alter the "V.G." or "G." discharge for such description as "Moderate" or "Fair," 1613-6. The continuous discharge form should be given into custody of master at time of engagement and a record of that engagement entered at once, so that if the seaman deserted the book would show it; masters should not be allowed to engage men without books, 1617-23; except in the case of ordinary seamen, 1624-7. He would accept the legal discharges from foreign ships in the case of foreigners seeking employment in British ships, 1628-30. Thinks seamen should serve an apprenticeship, and a period of three years as ordinary seaman should qualify a man to become an A.B., 1631-46. If a seaman loses his discharge book he should pay a fee for a duplicate, 1658-9. Thinks that a proper tribunal should have power to suspend a seaman's continuous discharge certificate for certain offences, 1665-71. Some of these suggestions would involve legislation, but even under the present law a system of continuous discharges would be preferable to the existing system of separate discharges, 1672-4.

HALL, Captain WILLIAM, Summary of his Evidence (1072-1189):

Is a master mariner, and has had forty years sea service in steam and sail, 1072-3. Represents the Shipmasters' and Officers' Federation, comprising the Mercantile Marine Service Association, the British Shipmasters' and Officers' Protection Society, the Shipmasters' Society, and the Scottish Shipmasters' Association, 1074-7. The subject of continuous discharges has been discussed by these associations for many years, 1078-81, and is he sure that his views represent those of the Federation, 1082. Absolute unanimity exists that continuous discharges are desirable, 1083-5. The question has been considered from the general point of view, and it has been looked at from the seamen's point of view, for the Federation comprises a clear majority of employed certificated shipmasters and a fair proportion of employed mates, many of whom have risen from the ranks, 1086-8. Continuous discharges will prevent personation, which plays into the hands of the crimps, who often sell discharge certificates, 1089-92. Continuous discharge certificates should be given to masters when seaman signs on. This would prevent failure to join. If the man did not join, his certificate could be returned to the superintendent, who would decide whether or not the man should get it, 1093-7. The continuous form would be a protection to respectable seamen and firemen, and ought to be a deterrent to loafers and other bad characters, 1098-1100. In the case of deserters, the discharge would be handed over to the Consul or to the shipping office when vessel returned, or should be returned to the Registrar-General of Seamen through the British shipping authority at the first port, 1101, 1115. Advocates the system of continuous discharges in the interests of both masters and seamen, 1102-3. Is opposed to any legislation that might weaken the power and responsibility of masters, 1104-6. The form of continuous discharge should be such as could be easily glanced over by the master or mate when picking a crew. It should contain description of holder and columns not only for voyage, but also for conduct, ability, and remarks, 1107-8. In no case should the entry "Decline to Report" be allowed unless the offence upon which it is based is properly entered in the official log, but entries of desertion, mutiny, or other statutory offences should not be made, and superintendents of Mercantile Marine Offices should not be made responsible for entries of bad conduct, 1109-13, 1176, 1180. The column for "Remarks" should be solely used to record acts of gallantry or exceptionally meritorious conduct, 1114. It should be compulsory to record the seaman's conduct and ability at the end of a voyage, 1116-1118. The "V.G." discharge is often given. One should be able to trace a master who gives a false discharge, 1119-20. Does not think that one bad discharge in a series would positively stop a man from obtaining employment, as the man might be able to explain it, 1121-30, 1173. Would be satisfied if it was the custom to leave it optional with the seaman whether his character was stamped on the back of the certificate or not, 1131-5. The superintendent should enter the engagement in the discharge book, and also a record of a desertion, 1136-42. A "G." discharge is sometimes regarded as the same as bad, 1143-6. In the "Remarks" column entries should be made of anything specially meritorious, or in explanation of a doubtful report, 1147-51. The difficulty in getting a second book would most likely prevent books being sold to crimps, 1152-3. Invariably takes charge of the discharges of seamen sailing with him, and hands them back when nearing port of discharge, 1154-8. Thinks the discharge should contain a report on character, or it would be no guide; but was not aware that the seaman had the option of declining to have any such report made, and thinks that seamen do not know this, 1159-67. They should still retain that option, 1168. Thinks the case would be met by back of the form being left blank for record of character if the seaman wished it. If the character was not recorded, it might militate against the seaman, 1169-75. Thinks the Federation would instruct its members to demand the seaman's book at time of engagement. He did not know that the superintendent had no power to demand the last discharge. This being so, the scheme of continuous discharges would depend on co-operation of masters, which could be relied upon, 1181-4. Continuous discharges would lead to engagement of fewer substitutes, but thinks

that in an emergency a master might take a man without a book, 1185-9.

**HENSON, Mr. J., Summary of his Evidence (1731-1836).**

Is secretary to the Sailors' Union at Glasgow, a post he has held for about fifteen months; was secretary at West Hartlepool previously for about two years, and before that was at sea for twelve or thirteen years, 1731-4. Thinks present form of discharge is useless, and would prefer a certificate for each man, but would not object to a continuous form of discharge if it were made compulsory, 1735-6. There should be one form approved by the Board of Trade, 1737. Advocates system of rating, no man to be rated A.B. until he can show service as an ordinary seaman, or as fireman, unless he can show service as trimmer, 1738-40. A system of continuous discharges would be of great benefit to seamen, who would value their discharges more than at present, 1741-3, and of great advantage to masters, who are now careless in giving characters, 1744-9. Seamen would value continuous form of discharges as highly as they do the Naval Reserve certificate, 1750. A bad discharge often prevents a man getting an engagement, and handicaps him in going up for second mate's certificate, 1751. Would not object to the form of discharge being a certificate of character and ability, as well as a record of service, so long as a man could appeal against a bad discharge for character and ability, although that might require a little legislation, 1752-7. It might have a good effect if the continuous form of discharge was a simple record of service, leaving it to the seamen to have his character stated on the back of the form, or separately, as he pleased, or not at all, but thinks masters would give preference to seamen whose characters were recorded, 1758-64. Instances cases in which men have been given good and bad discharges wrongly, and thinks form of continuous discharge would be likely to remedy this, 1765-95. Personally he would prize the continuous discharge, but does not greatly prize the present form, 1796-9. A continuous system would have a good effect in steadying bad or doubtful seamen, and would lead to less desertions in Continental and American ports, 1800-1. Thinks it hard that in some employs only "G" certificates are given, for commonly it is taken to mean "bad" or "decline," and militates against a man getting employment, but he is not prepared to propose a substitute for "G," 1802-12, although he thinks seamen should have a right of appeal, 1813-21. Seamen would take greater care of continuous discharge in book form than of the present single sheets, and they would not object to produce the book, or to leave it in the hands of master during the voyage, 1822-7. Entry of engagement should be made at once, but if the continuous form is made compulsory he scarcely thinks the seamen's book should be in charge of master; after engagement it should be returned to shipping office to await vessel's return, or the man's return, 1828-33. Thinks a fee should be charged for supplying duplicate books, 1834-6.

**HOOKE, Mr. G. A., Summary of his Evidence (103-221):**

Is in the office of the Registrar-General of Seamen, 103. Seamen come to the office to get copies of lost discharges; they seldom apply for copies of all their discharges, but only for single voyages, 104-9. Is in favour of continuous discharges if they can be made practicable; they would be useful to shipowners if they contained a record of character, 110-17. A record of character is of some use, though it is true that under the present system unfavourable discharges are suppressed, 118-27. In 1729 seamen had to receive a discharge in writing, 131. In 1796 seamen trading to the West Indies were entitled to have a certificate of discharge on demand, 131, 132-3. In 1835 masters were compelled to give discharges specifying the seaman's service, but the form was optional, 145-6. In 1844 a statutory form was provided, 147. In 1850 it was left to the Board of Trade to provide the form, and the record of character was added, 148-9. The record of service was then on one half of the certificate, and the record of character on the other, 149-51. In 1869 discs were put on the back of the certificate for the record of character, 151-2. Then the character was put on the corner of the front of the certificate, so that it could be cut off, 153-161; the present form was introduced in 1890, 163-164. The register ticket, which was a means of identifying seamen, and had to

be produced on engagement, was introduced in 1844, and lasted till 1854, 134-6; in 1857 a form of continuous discharge was introduced; it was optional, and the single-sheet discharges continued to exist at the same time, 137-41. It cost 1s., was taken up well at first, but gave trouble to the superintendents, and was withdrawn at the end of eight years, 165-72. In 1885 another form containing no record of character was sent to the principal ports, 173-7. Very few were issued, 180; in 1863 cases were issued for holding discharges together, and were taken up largely, 178-9. Unless continuous certificates have to be produced at the beginning of the voyage they will not do much good, 183-9; they should be retained by the master during the voyage, 190-5; the continuous discharge should be the only form approved, 202-4. If a central register were kept of all continuous discharges, and of the entries in them, twelve additional clerks would be necessary. 205-12; a central register would be useful for other purposes, and might supersede the engagement books and the lists of deserters at the ports, 213-4. It would require legislation to make the production of the continuous discharges compulsory at the time of engagement, 217-8.

**KENNY, Mr. David J., Summary of his Evidence (1675-1730).**

Is secretary of the Birkenhead branch of the National Sailors', Firemen's and Fishermen's Union, and a member of the Birkenhead Town Council, 1675-6. Has had 12 years' experience at sea as seaman and petty officer, and 19 years' experience of the engagement and discharge of seamen at home and abroad; the present discharges are misleading and no guide to the real character and ability of the man, 1677-80. If a system of continuous discharges were introduced it should simply be a record of service and should be made compulsory, 1681-93, 1699-1700. It would be an improvement on present system, and would show the whole experience of the man who should qualify for his rating, 1694-8. Contends that a man should have some form of certificate to show that he is competent, 1701-7. A system of continuous discharge even under the present law would be an advantage, 1709. Approves of the growing practice of engineers giving special certificates of character to firemen, 1710-3. Continuous discharges should be in book form, similar to the Royal Naval Reserve books, 1714-5; and contain nothing on the face of the form as to character, which, at the option of the seaman, could be endorsed on the back of the form or left unrecorded, 1716-7. Seamen should present their books when being engaged, an entry of the engagement at once made, and the books handed over to the master, 1718-24. It would be a great improvement if masters and owners insisted on the production of the books, and would put a stop to many failures to join, 1725-6. In case of a book being lost the seaman should be charged a fee for a duplicate, 1727-9.

**LAWS, Mr. G. A., Summary of his Evidence (2078-2493):**

Is general manager of the Shipping Federation, which represents nine-tenths of our seagoing vessels, 2078-9. Gives evidence also on behalf of the Chamber of Shipping, 2080. Description of the Federation Registry and Benefit System, 2084. Seamen are not employed unless they have registry tickets or benefit books, 2085. Registry tickets are given after a probationary period of six months, 2086-7. The registry ticket entitles a man to demand a benefit book, 2088. Each voyage and the character for ability has to be entered in the book, 2090. The benefit depends on the book being redated, 2091-2. Only gross offences are entered in the book, 2093. There are 70,000 men with benefit books, 2095. Circumstances under which benefit books are suspended and forfeited, 2096-2102. Cost of the registry and benefit system, 2104-10. The men do not contribute, 2111-4. Circumstances under which the benefit books are renewed, 2115-6. Registers are kept at the central office, 2117-23. No record of service is entered on the register ticket, 2125-6. Character for ability only is entered in the benefit books, but there are special pages for conduct, 2127-42. Bad cases of misconduct are entered in the Royal Naval Reserve books, 2144-53. Steady men would prefer to have a record of conduct for each voyage, 2154. The federation only note cases of mutiny, desertion, or failure to join after cashing the advance note, 2155-9. In obtaining employment men who hold books have a preference over those who only

have tickets, 2162. The amount of the benefits have been recently practically doubled, 2165-71. Large number of seamen in shore employment, 2172. Many men say they would prefer sea employment if wages went up to 6*l.* a month, 2173-5. The federation considers a form of continuous discharge would be serviceable, with a column or pages for conduct, 2177. The entries as to conduct should be made by the Board of Trade officers, as masters do not always give true characters; the Board of Trade officers should have power to give character according to the entries in the official log, 2179-86. Case cited in which men got V.G. in spite of serious entries against them, 2188. If the character is inconsistent with entries in the log, the superintendent should have power to alter it, 2190-1. Trouble on board is caused chiefly by the firemen, 2192-3. Inducements to good conduct should be given in the shape of superior ratings, 2194. The present discharges offer facilities for personation, 2195-7. Continuous discharges would minimise these facilities, 2198-2200. The continuous discharges should be worked in connection with a registry system, 2201. The master should hold the certificates during the voyage, 2202. The certificates of deserters should be returned to the Registrar-General of Seamen, 2203. Persistent deserters should have their books forfeited, 2205; or should undergo a period of compulsory naval service, 2206. Masters should have to prove alleged desertions, 2207-8. Masters should record character truly, and leave to superintendents the responsibility of giving V.G. or D, 2209-11. Bad character should not be entered unless a man has been logged, 2212. A record for sobriety should not be compulsory, 2213; but inducements should be given to men to have such records, 2214. Conduct, ability, and sobriety are mentioned in the Australian and New Zealand continuous discharges, 2215. Opinion of Captain Beechey in 1852 as to the value of a register ticket and record of character, 2219. Shipowners are certain that continuous discharges would be an improvement, 2220; because there will be less possibility of personation, &c., 2221. The form should be the only one approved by the Board of Trade, and should be in book form, 2221. The substitution of discharge certificates for the old register ticket introduced an important change in principle, 2223-8. There has been a demand for continuous certificates, and they have been recommended by Commissions, 2229. Attempts have been made to meet the demand, 2230. The continuous discharge of 1884 was unknown to shipowners, 2231. Does not agree with Mr. Gray's opinion as to probable failure of continuous certificates, because the good men will be in favour of them, 2232. Seamen of loose character will resent the continuous certificates, 2233. It is just that a good seaman should be able to put himself on a higher level, 2234. Doubts whether higher ratings could not be given to good seamen, 2235-6. Men have to prove their rating on federation ships, but are not required to do so on others, 2238-9. The object of the federation is to encourage steady men, and secure sufficient number of qualified men, 2242. Men employed in federation ships must understand English, and A.B.'s must prove their rating, 2243-52; but men should not be prevented from going to sea because they had not got a continuous discharge, though the continuous discharge should be the only one approved, 2253-2261. Section 126 means that men are not entitled to demand the rating of A.B. unless they have had four years service, 2261-71. Men are not given ratings which they do not deserve to any large extent 2272-4. Certificates should not be given to petty officers unless they are made liable to be dealt with, 2275-9. The character spaces on the continuous certificates should never be left blank, 2280. Superintendents should not allow masters to give V.G. to men who have been logged, 2281. Masters should not be allowed to condone really serious offences, 2282-92. Superintendent should be responsible for seeing the man gets the proper character, 2293-6. Deserters should be punished by compulsory Naval Service rather than by imprisonment, 2297-2302. It is possible to have a continuous record for a lifetime on a single document, 2303. The continuous discharge should provide for the endorsement on it of the report of character, 2304. Superintendent should settle disputes about character and see that the truth is always recorded, 2305. Seamen can refuse to have character endorsed, 2306. Ability is recorded in the federation book with the man's consent, 2307. If inducements are not given the present lax system will not be improved, 2308. It is worth 50,000*l.* of the country's money to introduce continuous certificates on which

character could be recorded, 2309-10. Shipowners did not know the continuous certificate of 1884 existed, 2311. The Naval Reserve book would be the better model, 2312. A fair experiment could be made if the continuous certificate were the only form, 2313-4. It is unlikely that the continuous certificates will be misused by crimps, &c., 2315-23. There is no record of conduct in federation books because the official discharge does not always give a true record of conduct, 2323-39. A register is kept of the number of federation tickets issued, 2340-5. Paper tickets are renewed gratis, 2346. 70,000 benefit books, and 180,000 tickets have been issued, 2347-8. The cost of keeping the register of the benefit books, 2349-50. A register of continuous discharges could easily be established, 2351-2. Continuous discharges would be of great value, even though there is no power to require their production on engagement, 2353-7. Men could not get two books if superintendents insisted on proof of rating, 2358-60. The superintendent has power to demand proof of rating, 2361-66. If the system is properly carried out men cannot get two books, 2367-70. In time all men would have to have books if they wanted constant employment, 2371-4. Shipowners would oppose legislation which insisted on every man, under all circumstances, having a book, 2375-8. But with firmness everyone, including substitutes, will have books, 2379-81. Even if imperfect, a continuous system would be most valuable, 2382-3. The superintendents should certainly demand proof of rating, 2384-97. The federation and the large companies would support such action except in times of stress, 2398-2401. The inducements to seamen, in the shape of higher ratings, could be enforced without legislation, 2402-14. There are differences of opinion as to a superintendent's power with regard to rating, 2415-9. A continuous form places more obstacles in the way of crimps and bad seamen than the single-sheet form, 2421-5. Seamen should be pressed to have their character entered on the continuous discharge, 2426. It could be endorsed, 2427-32. If a master gives a character not in accordance with the facts, the superintendent should intervene, 2435-43. Continuous certificates can be introduced without legislation, 2444-5. The books should be retained by the master, 2446; and sent back if the man does not join, 2447. Superintendents should call attention of masters to habitual deserters, 2448-52. Continuous certificates should be liable to cancellation, 2451-7. Further explanation of the federation system of registry, 2458-92. Continuous discharges should be adopted, because when each man has one certificate, pressure can be put on seamen to become steady, 2492.

MASTERS, views of, on continuous discharges, *see* BARCLAY, CHANDLER, HALL, CARRINGTON, PRITCHARD, and BULKELEY.

MURTON, Mr. W., C.B., Summary of his Evidence (1-49).

Advises that, under Section 129 of the Merchant Shipping Act, 1894, the option of having a copy of the report of his character, or of having it endorsed on his discharge certificate, rests with the seaman, 1-5. The certificate of discharge is a record of service, pure and simple, and is a document quite distinct from the report of character, 6-17. The seaman has the option of having a copy of the report of his character on a separate form, but in practice he can only have it endorsed on his certificate of discharge, 18-21. The seaman only has this option when discharged before a superintendent, 22-25. The superintendent is put in motion by the seaman, and his action is governed by the wishes of the seaman, 21. If a seaman applies to the Registrar General of Seamen for copies of reports of his character for certain voyages only, the registrar is bound to give what he asks for, though he can of course indicate that the record is not a complete one, 29-42. Under the present law the certificate of discharge does not contain any record of character at all; it is a document of which the sailor has the custody, 42. It would require legislation to enforce the inclusion on the certificate of discharge of a record of a seaman's ability and character, 45-47. Continuous discharges could be limited to certain classes of seamen, as long as Section 128 is complied with, 48-49.

MUSKERRY, Lord Summary of his Evidence (890-902).

Has brought the subject of continuous discharges twice before the House of Lords, 821; was in Navy, yachts, and takes deep interest in the subject, 822-4; has had suggestions from masters and others, 825.

The continuous form should be compulsory, *i.e.*, it should be the only form approved, 826-8. It would be valued, and personation could be made difficult, 829; the certificate should include conduct, 830. The object of having continuous certificates is to get good seamen, and enable masters to judge of the men; the feeling of masters is strongly in favour of a continuous certificate, 834. Masters would seldom give bad characters unfairly, 835. Does not see the object of having two books, one for service, and another for character, 836. Bad seamen would no doubt object to a compulsory record of character, 840-1. If the records of service and character were separate, the non-production of the character record would be equivalent to a bad character, 842-3. A compulsory record of service would be to some extent an advantage, 847-9. If there were two books and the conduct was not always entered in the conduct book, the service book would still be valuable, 851-5. Masters would value a continuous record, 856; the usefulness of such a record depends upon masters, 857-9; they will take trouble to give proper records of character, 860. Would prefer record of service and character in one book, but if necessary to avoid legislation, there might be two books, 862. Endorsements as to character might be put on the back of the service record, 863; the absence of endorsement would then show what the man was, 864. Rating should be left to the master, 865-9. The characters "V.G.," "G.," and "D.," should be left as at present, 870. The continuous discharge books should be produced at the time of engagement, and an entry then made, 871-6. Some record should be kept by the superintendent of the books and of the entries, 877-9. Masters will keep the books during the voyage, 880; and in case of men deserting abroad should return the books to the superintendent, either direct or through the consul, 881-7. A total absence of character record would tell against a man, but one or two blanks in the record should not, 888-9. Masters would assist a system of continuous discharges, 890. If the master has to ship a man at the last moment without a book, he must give him a book at the end of the voyage, 891-4. Deserters might be traced if there were a central register, 895-6. Continuous discharges are much needed, and masters should be required to give true characters, 897. If a seaman need not have his character entered on the discharge, there need be no appeal when the seaman thinks the master has given him a wrong character, 898-901. A continuous and compulsory record of service by itself would be useful, 902.

ORTEOUS, Mr. T., Summary of his Evidence (386-459).

Is superintendent of the Mercantile Marine Office, Victoria Docks, and has served under the Board of Trade since 1863, 386-7. Victoria Docks differs from other offices in that discharges are not made out there but on board ship, 388-96; most of the vessels doing business at the office are liners, 397-8. Seamen never demand their record of character on a separate sheet, and do not know they are entitled to it, or that they need not have their character endorsed on their discharge, 399-404. Seamen getting bad characters tear up the discharges, 405-411. Officers of the liners scrutinise the men's discharges when selecting their crew, 412-17; the character of the men at the Victoria Docks office is generally good, 418-19. Has received an account of the continuous discharge certificates at Bombay from Mr. Walker, the late shipping master, 420; description of this system, 421-27; the system is rather too high-handed to be applied to English sailors, 428-9. Continuous discharges might be tried in this country, 430; they should show character as well as service, 431-3; but the seaman should still have the option of not having his character endorsed on the certificate, 434-5; the backs of the pages of the continuous certificate might be left blank for this purpose, 436. Careful masters do not decline to take a man because he has one bad mark against him, 437-440. The continuous discharges should be retained by the master during the voyage, 443-9; a man who loses his continuous discharge should be able to get a copy, 450. Is in favour of continuous discharges, 453; they are not impracticable, 454; and would not materially increase the work of the Victoria Docks Office, 455; the work would be increased if copies of the discharges had to be kept, 456-8.

PRITCHARD, Capt. W. Kenneth, Summary of his Evidence (1245-1302).

Has been connected with the sea for about 25 years and has been a master about 13 years, 1245-6. Is a member of the Shipmasters' Society but appears to give evidence independently, 1247. Is in favour of continuous discharges, 1248. Present system favours personation; almost every time a crew is engaged by him he has reason to doubt the genuineness of some of the discharges, 1249-54. Thinks bogus discharges often belong to foreigners who have left them with boarding house masters on going home to their own country, 1255-6. Foreign seamen are steadiest, but masters seldom give bad discharges on account of the trouble involved, 1257-9. Under a continuous system the seamen would not be so ready to part with his book, and masters would be more careful in giving a just and accurate discharge for conduct and ability, 1260-65. The continuous discharge should be in a strong handy book form showing a record of conduct and ability, but the seaman should still be allowed the option of refusing to have his character stated, as at present; the point might be met by the front of the discharge simply showing a record of service, and the back left blank for a record of conduct and ability if the seaman wished it, 1266-78. When a man had been signed on, his book should remain in the possession of the master. If he failed to join it should be returned to the Superintendent, and if he deserted abroad to the Consul, 1279-86. When engaging men he insists on production of discharges, and would still do so if continuous form were adopted and thinks masters generally would do so. In the tramp service they have the rougher class of seamen to deal with, 1287-93. Whenever possible he would insist on the production of the book when engaging substitutes, 1294-5. A bad discharge should not be given unless justified by entries in the log, 1296-1302.

RATING.—Under present system men get ratings they do not deserve (Wilson, 1419-24). Case where a man was discharged as A.B. after one month's sea service (Foley, 1566-73). Men are not given ratings which they do not deserve to any large extent (Laws, 2272-4). Some compulsory provision as to rating should accompany compulsory discharges (Chandler, 1053-6). A man should have some form of certificate to show he is competent (Kenny, 1695-8). Men should be required to prove their ratings (Henson, 1738-40); men should prove rating before getting continuous certificates (Foley, 1595-8). Three years as O.S. should qualify a man for the rating A.B. (Foley, 1631-46). Seamen on Federation ships have to prove their rating (Laws, 2238-9, 2243-52); proof of rating would greatly prevent crimping from foreign ships (Wilson, 1483). Superintendents have power to demand proof of rating (Laws 2361-6); superintendents can refuse to sign on a man as A.B. unless he can show four years' service at sea (Wilson, 1528-32); the superintendents should certainly demand proof of rating (Laws, 2384-2401). Men are not entitled under the present law to demand the rating of A.B. unless they have had four years' service (Laws, 2263-71). There are differences of opinion as to a superintendent's power with regard to rating (Laws, 2415-9). The continuous discharge might be used as a certificate of rating (Carey, 1897-9). Continuous discharges would prove a man's title to his rating (Rees, 465-9). A rating Bill would be an interference with freedom and would place additional power in hands of agitators (Beazley, 1397-1404). Rating will possibly be compulsory if continuous discharges are adopted (Beazley, 1388-96). Superior ratings should be given as inducements to good conduct; they can be given without fresh legislation (Laws, 2194, 2235-6, 2403-14).

REES, Mr. J. T. Summary of his Evidence (460-568).

Is superintendent of the Mercantile Marine Office at North Shields, 460. The present system of discharges is unsatisfactory, as unfavourable certificates are destroyed, 462-4. Continuous certificates would be an advantage, 465; they would prove a man's title to his rating, 466-9; it would prove his services for Royal Naval Reserve purposes, 470; it would however be more difficult to replace if it was lost, 470-8. The continuous discharge should contain the man's character, 480; but the seaman should have the option of not having it entered because if a man got a bad

discharge for an insufficient reason, it might make it difficult for him to get a ship, 481-502; masters could demand explanations when there were blanks in the certificate, 503-507. It would not be unpopular if seamen were forced to have their characters on their discharge certificates, because the good seamen are the majority, 508-9; it is true that "V.G." characters are given very loosely, 510-13. The seamen should have the option of refusing to have any character at all, but if one is given it should be on the discharge, not on a separate document, 514-528. Continuous discharges would not much increase the work at his office, if the books are sent to the office beforehand, 529-32; a circular to masters would induce them to do this, 536-7. There would be no difficulty in getting the books produced at the time of engagement, 539; on the Tyne the discharges are usually returned to the men when articles are signed, 540; continuous discharges should be retained by the master, 541; unclaimed discharges are kept at the office till claimed, 543. Continuous discharges should be numbered, but, even if a central register be established, the port engagement book should be retained, 544-9. Seamen never ask for a copy of the report on their character on a separate sheet, 520, 550-2; the character is put on the discharge as a matter of course, 553-4. It would be useful if the continuous discharge were simply a record of service, and the man's character could be put on the back, 555; masters would not examine the record of service to see if there were any blanks, 556-61. "G." is sometimes given instead of "V.G.", 565; "G." should be the highest given, 566. Continuous discharges should be given to the whole of the crew, 567-8. Is in favour of introducing continuous discharges, sees no insuperable difficulties in the way, and does not think it would materially increase the work of the office, 534.

**SAILORS and FIREMEN**, views of, on continuous discharges, *see* WILSON, FOLEY, KENNY, HENSON, BENNET, CAREY and BROWN.

**SHAW, Mr. F.** Summary of his Evidence (222-385):

Is superintendent of the Mercantile Marine Office at Cardiff, 222. At present discharges are prepared immediately before the discharge of the crew, 223; they are prepared from the agreement and log, 224-6; the man's character is entered in the log before it comes to the superintendent, 227-8. The seaman has no voice as to the kind of character he is to get, 229, and does not know beforehand what the character is to be, 230-1. The certificates of discharge are prepared by a clerk or deputy, 232, and simply require the signature of the seaman and of the master, 233-5. The master signs them all at once, generally before discharging the crew begins, 236; the discharge is also signed by the superintendent, 237. Amount of extra work caused by continuous discharges would depend upon whether the books were handed in beforehand or not, 238. The Federation benefit books are not nearly so numerous as continuous discharges would be, 239-48. Continuous discharges would cause delay, if they were not brought to the office beforehand 249-51. It would in any case take longer to fill up the books than the separate sheet discharges, but not very much longer, 252-65. Continuous discharges would entail more work and involve some additions to the staff, 265. When men are shipped the master usually retains the previous discharges, or the last one, 266-9. The covers for discharges are used by about a third of the men shipped at Cardiff, 269-72. Masters retain discharges to prevent desertion, and return them towards the end of the voyage, 273-6. When men do not join, the masters occasionally send back the discharges with the list of changes in the crew, 277-285. Sometimes masters bring a handful of unclaimed discharges at the end of the voyage, 286. The superintendent would hand a discharge to its owner, even though he had not joined his ship, 287-8. The black list of men who have failed to join is not shown to masters unless they ask for it, 289-90. Thinks continuous discharges impracticable; previous attempts have failed; and the documents become dirty and get lost, 291-4; men could get two or three discharges, but this difficulty would decrease with time, 296-305. It would be unfair that a man should have a bad character endorsed on the discharge and be bound to produce it, 306-15; especially as men sometimes get a bad character for a petty offence, 316-19; they also get good characters when they should

not, 320-5; a superintendent cannot prevent this, he can only refuse to sign the discharge, 326-30. In engaging a crew a master looks more to the men's appearance than their discharges, 331-4. A man with a long period of good service would possibly stand a better chance of engagement than another, 336-9. Continuous discharges are good in theory, but impracticable; previous attempts have failed; the cover for discharges is fairly successful, but it is not a continuous discharge, 340-8; if a continuous discharge were the only form approved by the Board of Trade, it would be bound to come into general use, 349-50. It is unfair to make the seaman produce an unsatisfactory report on his character, 351; this objection would be met if the seaman received a copy of the report on his character on a separate sheet, which he is entitled to demand under the present law, 352-68. If the continuous discharges simply recorded service, there would be a difficulty at the outset, 369-73. Character could be recorded on the back of the pages of the continuous discharge, 374-5. The books should be numbered, 379; they should contain the man's description, 380; the entry showing the engagement could be made at the time of engagement if the master made the men produce their books, 381-5.

**SHIPOWNERS**, views of, on continuous discharge certificates, *see* BEAZLEY and LAWS.

**SHIPPING FEDERATION**.—Description of the federation registry and benefit system, and views of the federation on continuous discharges, *see* LAWS.

**SMITH, Mr. A.**, Summary of his Evidence (569-618):

Has been 20 years in the service of the Board of Trade at Dundee, 569. The use of continuous certificates would simplify the clerical work, if half the work was done on engagement and half on discharge, as the man's name, &c., would be entered once for all, 571-2. At Dundee discharges are filled in at the Mercantile Marine Office, 573. No seaman has ever asked for his character on a separate document, 574, 577; the seamen do not know they can demand it, 578. A continuous record in book form would be a good thing, 580; there is no objection to a seaman having his character on a separate sheet if he wants it, 581-2. It is more common for masters to give too good a character than an unjustly bad one, 583-4. The general practice is to give "V.G.," "G." is considered a bad character, 583-8. Is in favour of introducing continuous discharges, and sees no insuperable difficulties in administering them, 589. The continuous discharge should be the only one, 590; the character should be recorded on the back, but the seaman should have the option of omitting a bad character, 591-4. Seamen are not asked whether they want their character recorded on their discharge certificates, 595-6. It would meet the case if the back of the certificate were left blank for the record of character, 597. Seamen should be asked if they wish their character recorded, 598-601. Continuous discharges would lessen clerical labour if masters would bring the books to the shipping offices, 604-8. The certificate should be called certificate of service, 609. Seamen would take a pride in their books, 610. It is too late now to abolish the "V.G.," 611. The system of continuous discharges should not be retrospective, 612. Six months' notice before introducing the new system would be enough, 613-4.

**WILSON, Mr. J. H.**, M.P., Summary of his Evidence (1419-1544):

The present discharges give masters no idea of the character of the men, and is unsatisfactory to the men, because incompetent men get V.G. discharges, showing ratings which they do not deserve. These men compete with the others, and the others have to do their work, 1419-24. No green hand can deserve a V.G. for ability his first voyage, 1425-8. Inefficient cooks are a great source of trouble, and under a proper system of discharges they could not be shipped, 1429. The present discharge is no guide whatever as to a man's capacity, 1430-4. Bad men seldom get bad discharges, because the master wants to avoid trouble, and good men sometimes get bad discharges through

spite, 1435-6. Seamen do not know that they can refuse to have their character put on their discharges, 1437. The way to prevent false discharges is to have no character on them at all, 1439. Giving characters does not maintain discipline, because men tear up bad discharges, 1440. Compulsory characters are not given in other trades, 1441. Would not object to letters of recommendation being given, 1442-3; nor to characters being put on the discharges if the seamen wished, 1444-5; but the bulk of the men would not bother about it, 1449. Objects to "field days," 1450-1. Continuous discharges will not be satisfactory unless they are compulsory, 1452. There will be no difficulty with "pier-head jumpers," who usually have discharges, 1458-9. And men would not lose their books if the system was properly enforced, 1460. Beginners, too, would have to begin at the bottom, 1462-3. When ships have to engage men in a hurry, and there is a crush of men, a good selection cannot be made; this would be easier if continuous discharges were compulsory, 1464-71. Compulsion means not allowing men to ship without continuous discharges, 1472. Unless there is this kind of compulsion, the scheme will soon fail, 1473-7. If men are not allowed to sign on without books, they will soon get them, 1478. Deserters should have books when they come back, though it is not suggested that they should not be punished for deserting, 1479-81. Continuous discharges should only be given to those who know English, 1482, 1484-5. A continuous discharge book and a proof of rating would stop a lot of crimping from foreign ships, 1483. If a record of character or conduct, or ability is to be inserted compulsorily on continuous discharges, seamen should be able to appeal to some summary marine court of appeal. This would prevent unjust characters being given. If the character is not compulsory this is not needed. Witness does not set much store by such courts, but suggests them in order to meet the views of those who want more means of enforcing discipline on board ship, 1488-1501. The number of deserters, or what are called deserters, is very large, 1502-5. "G" is considered a bad discharge, though there are some lines which never give anything higher, 1506-8. The

continuous discharge should be in book form, 1509. Would prefer not to have the character on the certificate at all; if a man wanted a reference he should get a separate written one from the master, 1510-14. If a continuous discharge is adopted it should be compulsory, but without any entry of character or conduct; if it is compulsory, it will be practically a certificate of character, 1515. The book form should be the only form approved by the Board of Trade, 1516. If seamen need not have a character on their discharges, very few will bother about it, 1517. Would be quite satisfied if back of certificate is left blank so that seaman can have character recorded if he wants it, 1518. If masters are instructed to require the discharge books on engagement, it will not do as well as if the discharge is made compulsory by legislation; it will not work unless it is compulsory; in a short time many men will be without books, 1519-25. The present discharges are easily obtained and are not valued; a mere continuous form would not be any better, 1526-7. If a continuous form is the only official one, and the engagement has to be entered on it at the time of engagement, this would make the form compulsory to some extent, but how could books be given to men who had not been to sea before? 1528. Superintendents can decline to sign on a man as A.B. unless he can show four years' service at sea, 1528-32. If a man deserts abroad his discharge book should be sent to a Consul or brought to a Mercantile Marine Office, 1534. The entry of desertion in a book would not prevent a man shipping, because officers have not time to scrutinise the discharges, and would not object to a man because he had always deserted, 1536-8. Continuous discharges will not be much use, but if there is to be a change, they are preferable to the present discharges unless these are simply records of service, 1539. If the present discharges are superseded by a continuous form, and seamen have the option as to their character being entered on it, this will be some relief to seamen, but it will not do much good without legislation, 1541-2. From the point of view of seamen it is scarcely worth while to disturb the existing state of things for so small a change, 1543-4.



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I. VIII. 1900.

MERCHANT SEAMEN.

REPORT OF A COMMITTEE

APPOINTED BY THE

BOARD OF TRADE

ON THE QUESTION OF

CONTINUOUS DISCHARGE CERTIFICATES FOR SEAMEN,

WITH

MINUTES OF EVIDENCE, APPENDIX AND INDEX.

II.—MINUTES OF EVIDENCE, APPENDIX AND INDEX.

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1905.

# R E T U R N

OF ALL

BRITISH SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, during the period from 1st JULY 1899 to 30th JUNE 1900, to be PROVISIONALLY DETAINED as UNSAFE by reason of the DEFECTIVE CONDITION of their HULLS, EQUIPMENTS, or MACHINERY, or by reason of OVERLOADING or IMPROPER LOADING, in pursuance of the provisions of Section 459 of the Merchant Shipping Act 1894, giving the NAMES of the OWNERS of those SHIPS which have been dismantled, broken up, or converted into hulks, &c. ;

ALSO OF ALL

FOREIGN SHIPS ordered to be PROVISIONALLY DETAINED during the same period as UNSAFE by reason of OVERLOADING or IMPROPER LOADING, in pursuance of the provisions of Section 462 of the same Act ;

TOGETHER WITH

## S U M M A R I E S,

SHOWING respectively the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED as UNSAFE from 1st JULY 1899 to 30th JUNE 1900, and since the 1st OCTOBER 1876, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

*(In continuation of Parliamentary Paper [C.—9427].)*

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**Presented to both Houses of Parliament by Command of Her Majesty.**

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1900.

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*Note.*—This Return includes only Ships detained as “unsafe” under Sections 459 and 462 of the Merchant Shipping Act, 1894. It does not, therefore, include any Ship detained for not being provided with proper lights, fog signals, and life saving appliances, or for not being properly marked.

Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of July 1899, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
A. W. Kafemann	(German) -	Steam	859-521	7	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—
Jenny -	(German) -	Steam	766-474	21	90 A1	Sunderland	Board's officer	Overloading	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—

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Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of August 1899, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Concordia -	(Swedish) -	Steam	476-305	8	—	Methil	Board's officer	Overloading	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—
Minna Schultdt -	(German) -	Steam	992-616	8	—	Methil	Board's officer	Overloading	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of September 1899, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
King Ja Ja	Swansea	Steam	201-97	29	—	Sunderland	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of October 1899, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Friary	Newport	Steam	2232-1409	17	100 A1	Barry	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Helene	(German)	Steam	691-420	9	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Ringkollen	(Norwegian)	Steam	1321-817	16	100 A1	Cardiff	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Thomas & Sons	Aberystwith	Sailing	52	39	—	Carnarvon	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Willing.	—

Table 5.—Ships ordered to be provisionally detained as unsafe during the Month of November 1899, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Orari	London	Sailing	1041-995	24	Liverpool	Board's officer	Improper loading.	Found unsafe	Reloaded and released	No appeal	Expressed no opinion.	—
Prosum	(Norwegian)	Steam	1118-687	16	Penarth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of December 1899, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Lancashire	Liverpool	Steam	415-144	7	Garston	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Lenore	Faversham	Sailing	199-192	26	West Hartlepool.	Crew	Overloading	Found unsafe	Lightened and released	No appeal	Unwilling.	—

Table 7.—Ships ordered to be provisionally detained as unsafe during the Month of January 1900, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Concurrent	(German)	Steam	821-510	10	—	Burntisland	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Norrkøping	(German)	Steam	661-410	10	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Rayton Dixon	(Norwegian)	Steam	1771-1111	17	—	Methil	Board's officer	Overloading	Found unsafe	Evaded detention*	No appeal	Expressed no opinion.	—
Renard	Shields	Steam	69-7	39	—	Middlebrough.	Board's officer	Defective hull and boilers.	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Yrsa	(Danish)	Steam	441-270	11	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

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Table 8.—Ships ordered to be provisionally detained as unsafe during the Month of February, 1900, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Marzo	(Spanish)	Steam	1296-895	3	100 A1	Methil	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

\* Master prosecuted, convicted, and fined £100 for evading detention. Appeal against conviction dismissed.

Table 9.—Ships ordered to be provisionally detained as unsafe during the Month of March 1900, giving the Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Eabern Snare	(Danish)	Steam	408-226	25	—	Leith	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Ilmari	(Russian)	Steam	37	9	100 A1	Blyth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Northern Star	South Shields	Sailing	311-271	29	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Perseverance	London	Steam	227-129	16	—	North Shields	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Sweet Home	Peterhead	Steam	180-69	7	100 A1	Sunderland	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—

Table 10.—Ships ordered to be provisionally detained as unsafe during the Month of April 1900, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Jökul	(Norwegian)	Steam	334-194	9	—	Methil	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

\* No surface ventilation for coal cargo.

Table 11.—Ships ordered to be provisionally detained as unsafe during the Month of May 1900, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Elizabeth Pritchard.	Carnarvon	Sailing	122-93	2	13 A 1	Runcorn	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Willing.	—
Polsbjernan	(Swedish)	Steam	1656-1014	19	100 A 1	Methil	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Scotland	(Norwegian)	Steam	868-550	11	—	Grangemouth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Skuld	(Norwegian)	Steam	143-1132	8	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Slater	Falmouth	Sailing	77	42	—	Runcorn	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Willing.	—
Spero	(Norwegian)	Steam	965-591	9	—	Blyth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Svend	(Danish)	Steam	1334-820	28	90 A 1	Methil	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Willing.	—

\* No surface ventilation for coal cargo.

Table 12.—Ships ordered to be provisionally detained as unsafe during the Month of June 1900, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Frisia . .	(Danish)	Steam	1701-1078	12	100 A 1	Sunderland .	Board's officer	Overloading .	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Glanwern . .	(Norwegian)	Steam	915-574	18	—	Barry . .	Board's officer	Overloading .	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

## SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED from 1st July 1899 to 30th June 1900, distinguishing between those Cases in which the SHIPS were found SAFE or UNSAFE.

### I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as defective.							
	Government Officers.					Crews.					Other Persons.									
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	
Steam Ships (iron or steel)	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Steam Ships (wood) - -	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Sailing Ships (iron or steel)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (wood) - -	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	1
TOTAL - - -	-	3	-	-	3	-	-	-	-	-	-	-	-	-	-	3	-	-	-	3

### II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron or steel).	—	26	—	26	—	—	—	—	—	—	—	—	—	26	—	26
Steam Ships (wood)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailing Ships (iron or steel).	—	1	—	1	—	—	—	—	—	—	—	—	—	1	—	1
Sailing Ships (wood)	—	3	—	3	—	1	—	1	—	—	—	—	—	4	—	4
TOTAL - -	—	30	—	30	—	1	—	1	—	—	—	—	—	31	—	31*

\* 22 of these vessels were of Foreign nationality, one of which was ordered to be detained, but evaded detention.

## SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the 1st October 1876, distinguishing between those Cases in which the SHIPS were found **SAFE**, or **UNSAFE**.

### I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as defective.						
	Government Officers.					Crews.					Other Persons.								
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron) . . .	1*	130†	—	1	132	1	9	—	—	10	—	1	—	1	2	140	—	1	143
Steam Ships (wood) . . .	—	23‡	—	—	23	—	1	—	—	1	—	—	—	—	—	24	—	—	24
Sailing Ships (iron) . . .	—	12	—	—	12	—	2	—	—	2	—	—	—	—	—	14	—	—	14
Sailing Ships (wood) . . .	4	644§	—	6	654	3	69	—	1	73	1	16	—	17	8	729	—	7	744
TOTAL . . .	5	809	—	7	821	4	81	—	1	86	1	17	—	18	10	907	—	8	925¶

\* Declared unsafe by Board's Officers, but released by order of a Court of Survey.

† One of these ships was also detained on the ground of overloading or improper loading.

‡ One of these ships was also detained on the ground of improper loading.

§ Eleven of these ships were also detained on the ground of overloading or improper loading.

|| One of these ships was also detained on the ground of improper loading.

¶ Of these ships 225 were classed.

### II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	7	856*	—	863	—	1	—	1	—	—	—	—	7	857	—	864
Steam Ships (wood)	—	6	—	6	—	—	—	—	—	—	—	—	—	6	—	6
Sailing Ships (iron)	1	24	—	25	—	—	—	—	—	—	—	—	1	24	—	25
Sailing Ships (wood)	—	99†	—	99	—	2‡	—	2	—	—	—	—	—	101	—	101
TOTAL	8	985	—	993	—	3	—	3	—	—	—	—	8	988	—	996

\* Fifteen of these ships were also detained on account of defective hull or equipments.

† Two of these ships were also detained on account of defective hull or equipments.

‡ One of these was detained also on the ground of defective hull.

Board of Trade,  
July, 1900.

Secretary.

LONDON:  
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,  
By DARLING & SON, LTD., 34-40, BACON STREET, E.  
1900.

**MERCHANT SEAMEN'S FUND.**

---

**A C C O U N T**

**OF THE**

**RECEIPT AND EXPENDITURE**

**UNDER THE**

**SEAMEN'S FUND WINDING-UP ACT,**

**From 1st January to 31st December 1899.**

*(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)*

---

*Ordered, by The House of Commons, to be Printed,  
16 July 1900.*

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**PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,**  
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**90, WEST NILE STREET, GLASGOW ; or**  
**HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.**

AN ACCOUNT of the Receipt and Expenditure under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1899.

R E C E I P T S.		P A Y M E N T S.		£.	s.	d.
To Balance in hand on 1st January 1899, as shown in the preceding Account	- - - - -	By Amount paid for Pensions and Commutation of Pensions	-	-	-	9
To Amount of the Vote of Parliament for the Year ending 31st March 1900	- - - - -	By Saving on the Parliamentary Vote, 1897-98, surrendered	-	-	-	11
		By Balance in hand on 31st December 1899, as under, viz. :—				
		Amount in the Exchequer	- - - - -	1,180	-	8
		Amount in hands of Her Majesty's Paymaster General (adjusted for outstanding Transfers)	- - - - -	984	15	5
		Less, Balance due on sundry Accounts	- - - - -	2,064	15	5
				55	14	6
						2,009 - 11
£.				£.		7,169 18 7

The Amount of Contributions from Masters and Seamen received during the Year 1899 was 1*l.* 14*s.* 0*d.*

Board of Trade,  
22nd June 1900.

Cosmo Monkhouse,  
Assistant Secretary.

**COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1898 and 1899.**

Rate of Pension.	CLASS OF PENSIONERS.	1898.		1899.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 -	Masters - - - - -	2	13 12 -	-	-
3 8 -	Seamen - - - - -	-	-	1	3 8 -
4 8 -	Widows of Masters - - - - -	8	35 4 -	3	13 4 -
2 4 -	Widows of Seamen - - - - -	4	8 16 -	5	11 - -
2 4 -	Children of Masters - - - - -	-	-	-	-
1 2 -	Children of Seamen - - - - -	-	-	-	-
		14	57 12 -	9	27 12 -

**COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, which Expired in the Years 1898 and 1899, as reported to the Board of Trade.**

CLASS OF PENSIONERS.	1898.		1899.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	23	150 8 -	9	58 8 -
Seamen - - - - -	15	49 8 -	10	34 - -
Widows of Masters - - - - -	35	151 12 -	20	88 - -
Widows of Seamen - - - - -	29	62 16 -	21	44 18 -
Children of Masters - - - - -	-	-	-	-
Children of Seamen - - - - -	3	3 6 -	2	2 4 -
	105	417 10 -	62	227 10 -

**COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1898 and 31st December 1899; distinguishing between Men, Women, and Children, and between different Scales of Pensions; and giving the Total Amount of Pensions of each Class.**

CLASS OF PENSIONERS.	1898.		1899.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	434	3,016 5 2	425	2,957 17 2
Seamen - - - - -	589	2,158 19 6	580	2,128 7 6
Widows of Masters - - - - -	1,781	6,744 8 5	1,714	6,669 12 5
Widows of Seamen - - - - -	1,894	4,299 8 3	1,878	4,265 10 3
Children of Masters - - - - -	232	379 2 -	232	379 2 -
Children of Seamen - - - - -	258	229 4 -	256	227 - -
	* 5,188	16,827 7 4	5,085	16,027 9 4

\* The number of pensions paid during the quarter ended 31st December 1899 was 1,227. The difference between these numbers results, it is presumed, from deaths of pensioners whose pensions have necessarily ceased to be claimed, but of whose deaths the Board of Trade have no official knowledge.

AN ACCOUNT of the PROPERTY and MONIES held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1899.

Sunderland - - -	<p>Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 18 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5<i>l.</i> per annum.</p> <p>£. 2,800 Bond of Commissioners of the River Wear.</p> <p>Cash received for Rents, Interest on Bond, Bequest, and Donations (including last year's Balance of 817<i>l.</i> 0<i>s.</i> 2<i>d.</i>), 468<i>l.</i> 18<i>s.</i> 9<i>d.</i></p> <p>Cash paid for Salaries, Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 183<i>l.</i> 15<i>s.</i> 10<i>d.</i>; Investment, 800<i>l.</i>; Total, 483<i>l.</i> 15<i>s.</i> 10<i>d.</i></p> <p>Balance in Bank, 35<i>l.</i> 2<i>s.</i> 11<i>d.</i></p>
Rye - - -	<p>Three Leasehold Cottages, subject to a Ground-rent of 13<i>s.</i> 4<i>d.</i> per annum, and 600<i>l.</i> Two and three-quarters per Cent. Consolidated Stock.</p> <p>Cash received for Rent from the Inmates, and Dividends on Consols (including last year's Balance of 23<i>l.</i> 18<i>s.</i> 6<i>d.</i>), 42<i>l.</i> 12<i>s.</i> 6<i>d.</i></p> <p>Cash paid for Poor-rate, Repairs, and Ground-rent, 15<i>l.</i> 16<i>s.</i> 1<i>d.</i>; Relief granted, 12<i>l.</i> 10<i>s.</i>; Total Payments, 28<i>l.</i> 6<i>s.</i> 1<i>d.</i></p> <p>Balance in the hands of the Trustees and in Bank, 14<i>l.</i> 6<i>s.</i> 5<i>d.</i></p>
Boston - - -	<p>Twelve Almshouses.</p> <p>Cash received for Rent from Inmates, 8<i>l.</i>; Interest, 9<i>s.</i> 8<i>d.</i>; Total Receipts (including last year's Balance of 22<i>l.</i> 14<i>s.</i> 8<i>d.</i>), 31<i>l.</i> 4<i>s.</i> 4<i>d.</i></p> <p>Cash paid for Insurance and Water-rate, 4<i>l.</i> 8<i>s.</i> 6<i>d.</i>; Sundries, 18<i>s.</i> 3<i>d.</i>; Total Payments, 5<i>l.</i> 6<i>s.</i> 9<i>d.</i></p> <p>Balance in Bank, 25<i>l.</i> 17<i>s.</i> 7<i>d.</i></p>
Scarborough - - -	<p>Sixty-seven Dwellings or Buildings, called the Seamen's Hospital, and Trinity House.</p> <p>Bequest of 837<i>l.</i> Two and three-quarters per Cent. Consolidated Stock.</p> <p>93<i>l.</i> 12<i>s.</i> 11<i>d.</i> - - - ditto - - - ditto.</p> <p>500<i>l.</i> on Mortgage.</p> <p>Received for Dividends and Interest, 45<i>l.</i> 16<i>s.</i> 4<i>d.</i>; Rents, &amp;c., 54<i>l.</i> 7<i>s.</i> 6<i>d.</i>; Total Receipts (including last year's Balance of 88<i>l.</i> 0<i>s.</i> 6<i>d.</i>), 188<i>l.</i> 4<i>s.</i> 4<i>d.</i></p> <p>Cash paid to Inmates of the Houses, 33<i>l.</i> 15<i>s.</i> 6<i>d.</i>; Salaries, 4<i>l.</i> 12<i>s.</i>; Insurance, Gas, and Water-rates, Repairs and Sundries, 51<i>l.</i> 1<i>s.</i> 7<i>d.</i>; Total Payments, 89<i>l.</i> 9<i>s.</i> 1<i>d.</i></p> <p>Balance in the hands of Trustees, 98<i>l.</i> 15<i>s.</i> 3<i>d.</i></p>
Whitby - - -	<p>Fifty Tenements, called Seamen's Hospital Houses.</p> <p>755<i>l.</i> 1<i>s.</i> 2<i>d.</i> Two and three-quarters per Cent. Consolidated Stock.</p> <p>Cash received for Rent and Dividends (including last year's Balance of 10<i>l.</i> 2<i>s.</i> 2<i>d.</i>), 33<i>l.</i> 2<i>s.</i> 2<i>d.</i></p> <p>Cash paid for Repairs, Insurance, Coals distributed to Inmates, and Sundries, 18<i>l.</i> 14<i>s.</i> 5<i>d.</i></p> <p>Balance in Bank, 14<i>l.</i> 7<i>s.</i> 9<i>d.</i></p>
Liverpool - - -	<p>£. 1,600 Bonds of the Mersey Docks and Harbour Board, received from the Committee of the Nelson Fund.</p> <p>Cash received for Interest on Bonds and on Deposit at Bank (including last year's Balance of 8<i>l.</i> 17<i>s.</i> 3<i>d.</i>), 63<i>l.</i> 18<i>s.</i> 5<i>d.</i></p> <p>Cash paid to pensioners, 60<i>l.</i></p> <p>Balance in Bank, 3<i>l.</i> 18<i>s.</i> 5<i>d.</i></p>



MERCHANT SEAMEN'S FUND.

ACCOUNT of the Receipt and EXPENDITURE  
under the SEAMEN'S FUND WINDING-UP ACT  
from 1 January to 31 December 1899.

(Pursuant to Act 14 & 15 Vict. c. 109, s. 59.)

Ordered, by The House of Commons, to be Printed,  
16 July 1900.

[Price 1d.]

MARINE ENGINEERS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 25 May 1900;—for,

RETURN "of the CORRESPONDENCE between the Board of Trade and the representative Societies of Shipowners and Engineers and others upon the subject of Apprenticeship of Applicants for Board of Trade Certificates of Competency as MARINE ENGINEERS (in continuation of Parliamentary Paper, No. 316, of Session 1896)."

Board of Trade, }  
5 July 1900. }

COURTENAY BOYLE.

(*Sir Fortescue Flannery.*)

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*Ordered, by The House of Commons, to be Printed,*  
*5 July 1900.*

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## NOTE.

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IN March 1899 the Board of Trade forwarded a proof copy of revised regulations for the examination of engineers in the Mercantile Marine to certain associations of shipowners and engineers, asking them for their observations on the proposed regulations.

The following correspondence consists of the Circular Letter of the Board of Trade, with the replies received thereto, together with letters from certain associations which were not directly consulted. The date of the last letter is 17th May 1900.

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## C O R R E S P O N D E N C E.

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(1.)

### CIRCULAR LETTER FROM THE BOARD OF TRADE TO CERTAIN ASSOCIATIONS OF SHIPOWNERS AND ENGINEERS.

Board of Trade, Marine Department,  
7, Whitehall Gardens, London, S.W.,

11 March 1899.

SIR,

I AM directed by the Board of Trade to transmit to you the enclosed proof of revised regulations which have been prepared with regard to the examinations of engineers in the Mercantile Marine. A note of the principal points\* in which this draft differs from previous issues will be found on page 3 of the print, and copies of the existing regulations are enclosed herewith for purposes of reference.

Before issuing this revised edition, the Board would feel much obliged if your Association would be good enough to favour them with any observations which may occur to them with regard to it.

I am, &c.,  
(Signed) INGRAM B. WALKER.

---

(2.)

### LIST OF THE ASSOCIATIONS OF SHIPOWNERS AND ENGINEERS TO WHOM THE CIRCULAR LETTER WAS SENT.

Chamber of Shipping of the United Kingdom, 5, Whittington Avenue,  
Leadenhall Street, E.C.

Liverpool Steam Ship Owners' Association, 10, Water Street, Liverpool.

Hull and District Institute of Engineers and Naval Architects, 118, Lons-  
desborough Street, Hull.

North East Coast Institution of Engineers and Shipbuilders, 4, St. Nicholas  
Buildings, St. Nicholas Street, Newcastle.

Institution of Engineers and Shipbuilders in Scotland, 207, Bath Street,  
Glasgow.

Institution of Mechanical Engineers, Storeys Gate, S.W.

Institute of Marine Engineers, 58, Romford Road, Stratford, E.

Institution of Naval Architects, 5, Adelphi Terrace, Strand, W.C.

Liverpool Engineering Society, Royal Institution, Colquitt Street, Liverpool.

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\* The chief points in which the draft regulations differed from those now in force were as regards the service of candidates for examination. It was provided that candidates for second class must have served as apprentice engineers for five years instead of three years; three years of the five must have been spent in fitting or erecting; no service in drawing office or boiler yard would count for more than 12 months; time spent in technical schools might be accepted under certain conditions; all applicants to produce testimonials of ability as an engineer workman. The sea service required could not be performed in vessels with engines of less than 66 N.H.P. Sea service alone would no longer qualify a candidate for examination.

(3.)

NORTH EAST COAST INSTITUTION OF ENGINEERS AND SHIPBUILDERS  
TO THE BOARD OF TRADE.

4, St. Nicholas Buildings West,  
Newcastle-upon-Tyne,

DEAR SIR,

12 April 1899.

IN reply to your favour dated March 11th, 1899, I am directed to inform you that the Council of this Institution has duly considered the revised regulations with regard to the examination of engineers in the Mercantile Marine, and to put before you the following recommendations:—

1. "That if three years be served in the fitting and erecting departments of a marine engine works, and other two years are spent in any other departments of these works, or in a recognised technical college or school, that the five years thus served shall be considered sufficient."
2. "That the time spent in service in a marine engine repairing works, or other works in which steam engines are made, shall be placed on the same basis."
3. (See page 18, par. 38.) "That the restrictions as to service in a deep-sea fishing boat or trawler should be deleted; and that such service should count the same as in a coaster."

I am, &c.,  
(Signed) JOHN DUCKITT,  
Secretary.

The Assistant Secretary,  
Marine Department,  
Board of Trade, London.

(4.)

GENERAL SHIPOWNERS' SOCIETY TO THE BOARD OF TRADE.

General Shipowners' Society,  
London, 5, Whittington Avenue,  
Leadenhall Street, E.C.,

SIR,

28 April 1899.

I BEG to inform you that the attention of the Committee of this Society has been called to the fact that the Board of Trade are proposing to issue amended regulations regarding the examination of engineers in the Mercantile Marine, and that under these new regulations it is, *inter alia*, proposed (see note on page 3 of the proposed regulations) that—

"Candidates for second class must serve as apprentice engineers for five years instead of three years; three years of the five must be spent in fitting or erecting; no service in drawing office or boiler yard will count for more than 12 months; time spent in technical schools may be accepted under certain conditions; all applicants to produce testimonials of ability as an engineer workman. The sea service required cannot be performed in vessels with engines of less than 66 N.H.P. Sea service alone will no longer qualify a candidate for examination."

I am directed to state to you that the proposed changes as above stated have been carefully considered by the Committee of this Society, and they have instructed me to strongly urge upon the Board of Trade that the proposed alterations in the regulations as above set forth are most undesirable, and to express their earnest hope that they will not be carried into effect.

In support of this request, I am instructed to inform you that the experience of my Committee has been that the engineers on board merchant ships are now better educated than they formerly were; that they are quite capable of adapting themselves to any work required, and that they are fully competent to manage the whole of the machinery under their charge. My Committee have had no difficulty in obtaining adequately qualified engineers under the existing regulations, and, consequently, they see no necessity for extending the period of apprenticeship, as is proposed by the new regulations, from three years to five years.

My Committee strongly disapprove of the proposed change in the regulations to the effect that "sea service alone will no longer qualify candidates for examination," for in their judgment practical service at sea is the most valuable

qualification which a candidate for an engineer's certificate in a sea-going vessel can have. It is well known to the heads of engineering firms, as is stated to you in the letter of Messrs. C. S. Swan and Hunter, of Newcastle-on-Tyne, of 16th September 1895, "that those who serve a five years', or longer, apprenticeship in the engine shops may have learned very little, as the greater part of their time may have been spent in one department of the works at a lathe or other machine." The same firm, in the same letter, also remark that they "see no reason why a considerable part of the necessary experience and knowledge to be gained before a certificate is granted should not be obtained in actual service at sea in the engine room, quite as well as, or better than, in the engine shops."

My Committee further instruct me to state to you that they are of opinion that the effect—whether it be deliberately intended or not—of the new regulations, both in the extension of the time of apprenticeship and in the increased stringency of the examinations, will be to gradually and artificially restrict the number of certificated engineers available for the Mercantile Marine. Considering that practically nothing but steam vessels are now being built in this country, and that at no distant date the entire Mercantile Marine of Great Britain will practically consist of steam vessels, this is a prospect which my Committee cannot but regard as being very grave.

My Committee are also strongly of opinion that sweeping changes such as those proposed in the new regulations should not be made unless an adequate necessity for them is first proved. So far, however, as my Committee are aware, no such adequate necessity has, up to the present, been shown to exist.

My Committee earnestly trust that, before the new regulations are formally promulgated by the Board of Trade, this most important question of the proposed extension of the period of apprenticeship of marine engineers from three to five years will be carefully reconsidered by the Board of Trade.

I am, &c.,

(Signed) W. H. COOKE,  
Secretary.

The Assistant Secretary,  
Marine Department,  
Board of Trade, S.W.

(5.)

#### LIVERPOOL SHIPOWNERS' ASSOCIATION TO THE BOARD OF TRADE.

Shipowners' Association,  
18, Water Street, Liverpool,  
2 May 1899.

SIR,

WE are directed by the Committee of this Association to address you with reference to the new regulations which they understand it is proposed to issue relating to the examination of engineers in the Mercantile Marine.

By these regulations it is proposed that candidates for the second class must serve as apprentice engineers for five years, instead of three years, as at present.

Our Committee respectfully submit that to extend the period of apprenticeship as proposed would be a mistake. Their experience is, that under the present regulations apprenticeship for three years produces duly qualified men; and the effect of extending the period of apprenticeship would be to restrict the number of engineers who are available for the vessels owned by members of this Association. A larger proportion of these is every year propelled by steam. This experience only indicates what is going on rapidly throughout this country, and there is little doubt that in the course of another generation a far larger number of steamers than at present will be afloat. It will follow, therefore, that there will be a larger demand than at present for the services of engineers, and the proposed action of your Board will, by restricting their number, place difficulties in the way of shipowners obtaining desirable men.

By the proposed regulations it is also provided that sea service alone will not qualify a candidate for examination. Our Committee submit that this

also is a mistake, being of opinion that practical experience on board a ship is the best training which a youth can have to qualify as an engineer.

Our Committee beg that your Board will reconsider the two points to which we have called attention before issuing the proposed regulations.

We remain, &c.,

(Signed) WEIGHTMAN, PEDDER & Co.

Secretaries.

The Assistant Secretary,  
Marine Department,  
Board of Trade, London, S.W.

(6.)

THE HARTLEPOOLS SHIPOWNERS' SOCIETY TO THE BOARD OF TRADE.

The Hartlepoons Shipowners' Society,  
West Hartlepool, 3 May 1899.

SIR, Regulations *re* Examination of Engineers.

THE new regulations issued by the Board of Trade with regard to the examination of engineers, as also a copy of letter from the London General Shipowners' Society to you on the same subject, were duly considered at a meeting of the members of the above Society, held this morning.

I am directed to inform you that this Society is in perfect accord with the London General Shipowners' Society in its objections to the proposed regulations, and to express the hope that the Board will amend the rules on the lines suggested before giving effect to the same.

Yours, &c.,

(Signed) F. YEOMAN,  
Secretary.

The Assistant Secretary,  
Marine Department,  
Board of Trade, S.W.

(7.)

CARDIFF INCORPORATED SHIPOWNERS' ASSOCIATION TO THE BOARD OF TRADE.

Cardiff Incorporated Shipowners' Association,  
Cardiff, 3 May 1899.

SIR,

AT a meeting of the Cardiff Shipowners' Association (which comprises the shipowners of the Bristol Channel) a pamphlet containing the proposed amended regulation for the examination of marine engineers was submitted and referred to a Committee.

In pursuance of the decision arrived at by the Committee, I have been instructed to call your special attention to clause 22, under which it is proposed, after January 1st, 1904, to alter the regulation for examination of second engineers, whereby candidates will be compelled to have served as apprentice engineers for five years, instead of three, and sea service will not count.

My Association strongly object to the proposed new clause, and venture to hope that it will not be enforced.

Many of the members are connected with the engineering trade, and it is well within their knowledge that engineering apprentices may serve the full five years and still be unfitted for sea service as second engineers, it being now often the case that apprentices spend the whole of their time in one department.

In our opinion it is most essential that a practical experience of sea service should in all cases be a qualification of marine engineers' certificates, otherwise it is feared that the lack of this necessary knowledge will be a source not only of inconvenience, expense, and delay, but perhaps of danger, to our vessels.

My Association would point out that if the necessity for the proposed alterations could be shown to be of advantage to seamen and shipowners, or to the safety of navigation, they would be the last to object. However, inasmuch as after full consideration they find the new regulations will only mean restricting the number of certificated engineers available, without a corresponding advantage attached thereto, but rather tending to render the

sea-going engineers less effective, they are reluctantly compelled to protest, and must respectfully urge on the Board of Trade the great necessity of rescinding the clause in question.

I am, &c.,  
(Signed) W. R. HAWKINS,  
Secretary.

To the Assistant Secretary,  
Marine Department,  
Board of Trade, London.

(8.)

**HULL INCORPORATED CHAMBER OF COMMERCE AND SHIPPING TO THE  
BOARD OF TRADE.**

Hull Incorporated Chamber of Commerce and Shipping,  
Exchange Buildings, Hull, 5 May 1899.

DEAR SIR,  
UNDERSTANDING that the Board of Trade have it in contemplation to promulgate fresh regulations relating to the examination of engineers in the Mercantile Marine, the subject has been very carefully discussed at a meeting of the Shipping Committee of this Chamber, held here to-day; and it was unanimously resolved that representations be made to the Marine Department of the Board of Trade that such proposed amended regulations are totally unnecessary, and would act prejudicially to the interests of the Mercantile Marine of this country.

The Committee are strongly of opinion that the effect of such proposed alterations would seriously affect the supply of apprentice engineers, and this will happen at a period when, by the continual increase in steam tonnage, a larger number of men will be imperatively needed.

The Committee are decidedly of opinion that no alteration whatever is required in the existing regulations, and the members of the Committee, I may say, include all the practical and largest steam shipowners in the port.

Trusting to hear that the above-named proposals are withdrawn,

I am, &c.,  
(Signed) JOS. GREGSON,  
Secretary.

The Assistant Secretary,  
Marine Department,  
Board of Trade, London, S.W.

(9.)

**INSTITUTION OF NAVAL ARCHITECTS TO THE BOARD OF TRADE.**

Institution of Naval Architects,  
5, Adelphi Terrace, London, W.C.,  
11 May 1899.

SIR,

IN reference to your letter (M. 1278) inviting this Institution to make any observations which may occur to them with regard to the revised regulations which have been prepared for the examinations of engineers in the Mercantile Marine, I am directed to inform you that the Council of the Institution have carefully considered the said revised regulations, and have unanimously agreed to certain suggestions which are embodied in the enclosed statement, dated May 9th, 1899, which I have the honour to forward to you.

I also beg to enclose a printed copy of the regulations (marked office copy, Institution of Naval Architects), with suggested alterations and omissions marked in red ink.

I am, &c.,  
(Signed) GEORGE HOLMES,  
Secretary.

The Assistant Secretary,  
Marine Department, Board of Trade,  
7, Whitehall Gardens, London, S.W.

## Enclosure in No. 9.

Institution of Naval Architects,  
5, Adelphi Terrace, London, W.C.,  
9 May 1899.

THE Council of the Institution are of opinion that it would be desirable to modify the proposed rules of the Board of Trade for the examination of engineers of the Mercantile Marine, as follows:—

First, as to workshop experience, the Council believe that the substitution of five years for the three years at present required will be desirable, but they think that no period of the five years should be served under the age of 15. They think, however, that so long as three years are spent in the workshop, half of this time being actually at fitting or erecting, then as much as two years might with advantage be served in the drawing office, or two years might be served in the engine room at sea. To meet these views the wording of the paragraph on page 11 has been modified.

In the past it has been possible for men who have not served any workshop apprenticeship, but who have been long engaged in the engine room at sea, to qualify for certificates of competency, and the Council think that such men should not be entirely prevented from progressing if they are worthy of advancement. To meet their cases a requirement similar to paragraph *b*, page 10, of the 1895 regulations should be an alternative, but instead of four years the time might reasonably be made six years. For such men, the question as to their ability as artisans is provided for by the second paragraph in page 11 of the 1898 regulations.

With regard to the educational and practical requirements for candidates for second-class certificates, the Council are of opinion that paragraphs *h*, *i*, and *l* should be amended as shown on the attached copy.

With regard to the qualification for first-class certificates, the Council are of opinion that a knowledge of refrigerating machinery, electric light engines and dynamos, electric motors, and of hydraulic machinery, should not be included in the subjects for the examination, seeing that such machinery is fitted only in comparatively few vessels, and that in no case is it essential to the safety of the vessel. Such subjects, however, might with advantage be included in the subjects for examination for the *extra* certificates.

In view of this it is submitted that paragraph *i*, page 14, should be omitted altogether. It may be remarked that the requirement in this paragraph referring to steering engines, being contained in the requirements for second-class certificates, is covered by the first paragraph of section 23.

It is submitted that paragraph 41, page 19, be amended, to make it certain that candidates therein referred to will be allowed to be examined; also that, in case of failure at the examination, they should be treated as regards re-examination in the same way as other failing candidates.

Paragraph 42 requires amendment to provide for the new rating of artificer engineers of the Royal Navy (who are promoted to that rank after very considerable sea service), and also to provide that assistant engineers, who have not had 12 months' service at sea, should not be eligible for certificates of service.

With regard to the new elementary questions, the Council are of opinion that each question should be complete in itself, and that, accordingly, questions 265, 270, and 271 should be combined to form one question, as also should 272, 273, and 274, also 275, 276, 277, and 278, and 298, 299, 300, and 301.

The Council also are of opinion that questions 190, 222 to 264, 279 to 297, referring, to types of machinery, &c. not in general use, or to auxiliary machinery not necessary to the safety of vessels, should be omitted altogether from the examinations for second and first-class certificates, although they might with advantage be retained for the examination for extra certificates. They also are of opinion that the latter part of question 192 should be omitted, and that the wording of 267 and 269 should be as amended.

(Signed) GEORGE HOLMES,  
Secretary.

(10.)

LIVERPOOL STEAMSHIP OWNERS' ASSOCIATION TO THE BOARD OF TRADE.

Liverpool Steam Ship Owners' Association,  
10, Water Street, Liverpool,

SIR,

16 May 1899.

THIS Association have had under careful consideration the revised regulations with regard to the examination of engineers in the Mercantile Marine, enclosed in your letter of the 11th March, and I am instructed to

inform you that in the opinion of this Association the additions and alterations are a distinct improvement on the present regulations.

I am further instructed to thank your Board for affording this Association an opportunity of considering the draft of the regulations.

I am, &c.,  
(Signed) NORMAN HILL,  
Secretary.

Walter J. Howell, Esq.

(11.)

# INSTITUTE OF MARINE ENGINEERS TO THE BOARD OF TRADE.

58, Romford Road, Stratford,  
London, E., 16 May 1899.

DEAR SIR,

IN forwarding the result of the various conferences and discussions which have been held by the Council, the members in open meetings, and a Committee of the Council of the Institute of Marine Engineers, on the subject of the proposed regulations for engineers' certificates of competency, to take the place of the former regulations, I have great pleasure in desiring you to convey to the Board of Trade, and especially to the Marine Department, the warmest thanks of the office-bearers and Council of this Institute for the great and unvarying courtesy accorded to all, in connection with the correspondence and labour involved in bringing the altered regulations to their present form; not only are thanks due to the Board of Trade from this Institute, but from the whole country, for the whole community is interested in the improvements suggested or implied, and I have the honour to express this in the name of the Institute for conveyance to the Board.

With this preface, I beg to say that the proposed new regulations have been very carefully considered and compared with the old, many evenings having been devoted to the subject, both in open discussions and in committee and council meetings, due weight being given to every expression of opinion, especially where any difficulty or hardship might be found to exist in young apprentices obtaining the necessary qualifications, as what is wanted is, *not to restrict the number* of qualifying engineers, but *to improve the quality* of such as seek to qualify, so far as may be, *by regulation*.

I place this on record, specially, so that we may not be misunderstood in connection with this subject, as we have no sympathy with placing arbitrary and artificial restrictions on a natural trade output, for the purpose of temporary gain to a small section of the community.

The observations and recommendations we have to offer to the Board for consideration are embodied in the form of a report made by a Committee of the Council, as representing the views of the Institute on the subject.

Article No. 8 is the first rule which embodies any alteration of note. The alteration is a decided improvement, and the whole tendency of the new regulations will be to ensure a better-trained class of men entering for the second-class certificate, inasmuch as it defines the requirements in respect to the workshop service, and also ensures attention to the special department of experience calculated to make the most efficient men.

Article No. 9 is also an improvement on the old rule, by empowering the examiner to require a definite statement of experience to be submitted, signed, and endorsed in respect to the sea service of candidates.

Article No. 22 is the most important of the new regulations, and contains several points which are specially worthy of comment; these may be summarised as follows:—

- (a) The five years' workshop service cannot be advocated too strongly, and it is a matter of congratulation that the Board of Trade has seen it to be imperative to insist upon this time as a minimum before a candidate presents himself for a second-class certificate.
- (b) The definite time that a candidate must serve in special departments of the works in order to qualify him is specified distinctly, and this is considered also a step in the right direction.

- (c) The time allowance for candidates attending a technical school is considered to be *too much* relatively to workshop service. It is desired to point out that the usual conditions of attendance at technical schools are such that three years' technical school training should only count as one year's workshop service, and no more than one year's service based on this equivalent should count for technical school training *under any condition*; that is to say, the whole service cannot be spent in a technical school.

We apprehend that the service of three years stipulated in the erecting or fitting shop may be completed after the "technical apprenticeship" expires; that is to say (for instance), in the event of an apprentice having served the *major part* in *other* departments of the works. Here it is to be remarked that the qualifying word "*minor*" is hardly necessary in line 8 of page 11; especially as the pattern-making, surface-fabing, and drawing office, at least, are not looked upon as "*minor*" departments.

It should be made clear that the three years' erecting-shop service is not, as an absolute necessity, to be passed within the apprenticeship limit, whether it be five or seven years, according to the rule in the particular workshop; the latter, *i.e.* seven years' apprenticeship, being not unknown.

The expression "N.H.P." is considered to be too vague, and if used to designate a standard, it ought to be defined so as to express, at least approximately, a certain ratio to the actual power; meantime the expression has no definite limit, and has become a byword signifying that which is undefined.

As such would be of great service for owners of small launches and boats desiring engineers, it is regretted that no provision is made by which a third-grade certificate might be established, not necessarily a compulsory one, but as an encouragement to junior engineers as a stepping-stone to the second, so that the process of education may be gradual and free from cram.

It is noted with satisfaction that the attention of candidates is directed to the study of auxiliary machinery, and that questions on such are included in the papers set down for the examinations of candidates; the questions themselves are exceedingly good and well adapted for the purpose intended.

It is considered that the new regulations should come into force sooner than 1904, for many obvious reasons, and as a good deal of publicity has already been given to the subject-matter of the proposed alterations, *definitely* during the past eight or nine months, and *indefinitely* during the past eight or nine years.

It is not considered desirable to make the qualifications to pass *any easier* for a foreigner who cannot express himself clearly in the language of the engine room. The recent judicial comments in connection with the deck department give point to this.

It is noted with satisfaction that the facilities for obtaining certificates, given in the old regulations, without proper qualifications obtained in the workshop are withdrawn, as having served their purpose and become obsolete.

Thanking you for your kind courtesy in the matter, on behalf of the Council,

I am, &c.,  
(Signed) JAS. ADAMSON,

Hon. Secretary,

Institute Marine Engineers.

The Assistant Secretary,  
Board of Trade, Marine Department.

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(12.)

INSTITUTION OF MECHANICAL ENGINEERS TO THE BOARD OF TRADE.

Institution of Mechanical Engineers,  
Storey's Gate, St. James's Park, Westminster, S.W.,

DEAR SIR,

17 May 1899.

IN further reference to your letter of 11th March last, I am directed by the Council of this Institution to thank you for the opportunity afforded

them of making suggestions on the revised regulations which the Board of Trade have prepared with regard to the examinations of engineers in the Mercantile Marine; and to say that, a representative committee appointed by the Council of the Institution having carefully inquired into the matter, the Council heartily approve the new regulations.

I am, &c.,  
(Signed) EDGAR WORTHINGTON,  
Secretary.

The Assistant Secretary,  
Marine Department, Board of Trade,  
7, Whitehall Gardens, S.W.

(13.)

## CHAMBER OF SHIPPING TO THE BOARD OF TRADE.

Chamber of Shipping of the United Kingdom,  
5, Whittington Avenue, Leadenhall Street, E.C.,  
25 May 1899.

SIR,

255 +

## MARINE ENGINEERS.

*Mem.—*

It is requested that the accompanying Pages may be substituted for those issued on the 25th July 1900.

August 1900.

effect—whether it be deliberately intended or not—of the proposed serious extension of the time of apprenticeship, and also of the proposed increased stringency of the examinations, will be to gradually and artificially restrict the number of certificated engineers available for service in the British Mercantile Marine. Practically speaking, none but steam vessels are now being built in this country, and, consequently, at no distant date the entire Mercantile Marine of Great Britain will consist exclusively of steam vessels. In view of this prospect, any restriction—whether artificially devised or not—of certificated engineers is, therefore, a matter which ought to be very seriously considered before it receives the sanction of the Board of Trade.

My Council also desire me to emphatically state that they strongly disapprove of the proposal in the regulations that “sea service alone will no longer qualify candidates for examination.” In their opinion practical service at sea is the most valuable qualification which a candidate for an engineer’s certificate in a sea-going vessel can have, and they are clearly of opinion that the necessary experience and knowledge to be gained before a second-class engineer’s certificate is granted can be obtained in actual service at sea in the engine room quite as well, or even better than, in the engine shops on shore.

In conclusion, my Council feel strongly that important changes such as those proposed in the new regulations should not be made by the Board of Trade unless the necessity for them has first been proved. So far, however, as my Council are aware, no such necessity has been shown to exist, and they earnestly trust that, before the new regulations are formally promulgated, the important questions referred to in this letter will be carefully reconsidered by the Board of Trade.

I am, &c.,  
(Signed) W. H. COOKE,  
Secretary.

The Assistant Secretary,  
Marine Department,  
Board of Trade, S.W.

(14.)

HULL AND DISTRICT INSTITUTE OF ENGINEERS AND NAVAL ARCHITECTS  
TO THE BOARD OF TRADE.

Hull and District Institute of Engineers and Naval Architects,  
118, Londesborough Street, Hull,

DEAR SIR,

6 June 1899.

REFERRING to your favour of the 11th of March, I regret that we have been unable to discuss the matter therein mentioned until just recently, but I am now instructed to advise you that at a general meeting of the members, held last evening, the revised regulations were discussed, and the following recommendations made thereon:—

*Paragraph 9.*—That the words “or managing owner” should be added after the words “superintendent engineer,” on line 7. This addition is suggested, as there are cases where a permanent superintendent engineer is not employed.

*Addition to paragraph 22.*—Section (a). That should the apprenticeship have been limited to a period of four years, an additional year shall be served either in the shop or at sea. The apprenticeship to be proved either by indenture or certificates of service from his employer or employers.

*Paragraph 38.*—That this should be limited in its application to trawlers and pilot vessels *under* 66 N.H.P., but in vessels having machinery above that power the time should count the same as in home trading vessels. This is suggested because trawlers are now being built for this port and elsewhere of large size, fitted with engines over 66 N.H.P.

Yours, &c.,

(Signed) GEORGE H. STRONG,  
Hon. Secretary.

The Assistant Secretary,  
Marine Department, Board of Trade,  
7, Whitehall Gardens, London, S.W.

(15.)

CLYDE STEAMSHIP OWNERS' ASSOCIATION TO THE BOARD OF TRADE.

Clyde Steam Ship Owners' Association,  
53, Bothwell Street, Glasgow,  
8 June 1899.

SIR,

Examination of Engineers.

I AM instructed to send you copy of a letter addressed by this Association to the Secretary of the Chamber of Shipping. I have to explain that it was hoped that this letter would have reached the Chamber of Shipping before they communicated the views of the Chamber to you, but I am informed by the secretary that they had already addressed you on the subject, and therefore I have been obliged to communicate the views of my directors direct.

I am, &c.,

(Signed) NEILSON BIRD,  
Secretary.

The Assistant Secretary,  
Marine Department,  
Board of Trade, London.

Enclosure in No. 15.

CLYDE STEAMSHIP OWNERS' ASSOCIATION TO THE CHAMBER OF SHIPPING.

Clyde Steam Ship Owners' Association,  
53, Bothwell Street, Glasgow,  
2 June 1899.

DEAR SIR,

AFTER careful consideration my directors have come to the conclusion that beyond the abolition of the sea service only qualification and one or two points of detail, principally connected with the extended scope of the examinations, there is little in the new regulations to which exception should be taken by this Association; that, in fact, the effect of the proposed amendments, apart from the exceptions referred to, is simply to bring the Board of Trade regulations up to date, and more in accordance with the present practice than the existing rules. In consequence, however, of a letter dated 28th April 1899, which the London Shipowners' Society addressed to the Assistant

Secretary of the Board of Trade on the subject, and with which my directors do not altogether agree, it has become necessary to go into the matter with more detail.

The principal points in which the proposed regulations differ from the present are:—

1. Extension of necessary period of apprenticeship from three to five years.
2. Abolition of sea service only qualification.
3. Increased scope of examination so as to include knowledge of refrigerating and electrical plant.

Taking these points in order, the London Shipowners' Association seem to fear that the extending of the necessary period of apprenticeship from three to five years may limit the supply of certificated men. The general practice, however, with engineers already is to serve an apprenticeship of five years or even longer, so that the effect of this alteration would simply bring the rules in accordance with custom.

Regarding the second point, my directors agree with the views of the London Shipowners' Society.

On the third point, which to my directors seems very serious, the London Shipowners' Society is silent. At present the portion of the examination known as elementary questions consists of 188 questions. These have been increased to 302, or about 60 per cent. Many of those additional questions deal with the subjects of refrigerating and electrical plant, and it appears to my directors as if reasonable objection might be taken to those on the ground that they are unnecessary to the great majority of engineers, and might curtail the number of men who were able to successfully pass the examination. It seems unfair to ask men to pass an examination in subjects of no practical use to them in their business. They can only be treated in the examination in the most elementary manner, and it is very doubtful whether the little knowledge on the subjects crammed up for the occasion would amount to more than what might be called "dangerous."

There is already a higher certificate known as the extra first class, to which those subjects might well be restricted, and only such engineers as have the higher qualifications be required to pass in those subjects, or a special certificate might be given for knowledge in refrigerating and electrical plant.

The London Shipowners' Society do not refer in their letter to the features which seem to be an improvement of the present system, viz., those which will enable engineers to obtain their certificates more rapidly than at present.

Under the old rules no sea service below fourth engineer counted as qualifying for examination as second engineer. Under the proposed amendments service at sea for one year on regular watch on the main engines and boilers of a foreign-going steamer qualify. No reference is made to the grade of the engineer on the watch. Again, under the old rules sea service qualifying for a first certificate could not be counted below the grade of third engineer in a four-handed job, or second engineer in a three-handed job. In the new regulations all the time counts if the engineer holds a second certificate and is senior engineer in charge of the watch, without reference to the grade in which he works. This will make it easier for a larger number of men to obtain the qualification for passing the examinations, and should therefore increase the number of certificated men, and, further, do away with the difficulty that is sometimes met with in getting men to accept junior positions where the time at present does not count as qualifying for examination.

There is another point to which my directors would like to draw attention, although it may not come within the scope of the regulations, viz., the desirability of simplifying the machinery whereby the certificate of an engineer who has been guilty of drunkenness while on duty could be summarily dealt with.

Yours, &c.,  
(Signed) NEILSON BIRD,  
Secretary,

W. H. Cooke, Esq.,  
Chamber of Shipping,  
5, Whittington Avenue, London, E.C.

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(16.)

#### MARINE ENGINEERS' ASSOCIATION TO THE BOARD OF TRADE.

Marine Engineers' Association, Limited,  
15, East India Dock Road, London, E.,  
28 July 1899.

#### *Re Proposed Regulations for Engineers' Certificates.*

SIR,

THE above subject has been well considered and discussed by all our branches, and they have expressed their unanimous approval of the alterations.

As practical men we consider five years' apprenticeship is absolutely necessary for a young man to obtain sufficient practical knowledge to supervise the

machinery on board the modern steamship; and, further, we do not consider this knowledge can be obtained by sea service without workshop training.

Hoping the Board will be able to give effect to their recommendations at an early date,

Walter J. Howell, Esq.,  
Assistant Secretary,  
Board of Trade, Whitehall.

I am, &c.  
(Signed) W. L. MARSHALL.

(17.)

LIVERPOOL ENGINEERING SOCIETY TO THE BOARD OF TRADE.

Liverpool Engineering Society,  
Royal Institution, Liverpool,

SIR,

12 August 1899.

IN further reply to yours of the 14th ult. with reference to the proposed amendments in the examination for engineers in the Mercantile Marine, we cannot say that there is anything to which specific objection can be taken; indeed, the character and tone of the examinations must have the effect in a few years of improving the scientific attainments of the men in this service.

It does seem, however, that if all candidates must be prepared to pass any examination which could be based on these regulations, there would be a risk of excluding many really competent men. We think it would be evident to anyone carefully perusing the regulations that a man who could satisfactorily pass a rigid examination in all that is laid out in the rules and regulations without the aid of books of reference, if his knowledge was accompanied by practical and technical skill, would be worth more than an ordinary sea-going engineer's wages.

I am, &c.,  
R. C. F. ANNETT,  
Hon. Sec., per Asst. Sec.

The Assistant Secretary,  
Marine Department, Board of Trade,  
7, Whitehall Gardens, London, S.W.

(18.)

INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND TO THE  
BOARD OF TRADE.

Institution of Engineers and Shipbuilders  
in Scotland (Incorporated),  
207, Bath Street, Glasgow,

DEAR SIR,

29 November 1899.

AT a meeting of Council of this Institution, held on the 16th November 1899, your letters of 11th March last, 8th July last,\* and 14th ultimo,\* together with the Board of Trade draft revised regulations relating to the examination of engineers in the Mercantile Marine, were submitted for consideration.

The Council is of opinion that, as you have, no doubt, already communicated with the Board of Trade Consultative Committee on this question, and as the Council is adequately represented on that Committee, no good object can be served by the Council offering an opinion on its own account. By so doing the Council might be considered in a measure as ignoring its own representatives on the said Committee. The Council further desires to point out that it was to meet cases such as the one above, where the Board of Trade might wish to have the benefit of the opinion of "the trade" generally on any question affecting it, that this Committee was constituted.

Yours, &c.,

(Signed) R. CAIRD, President.  
EDWARD H. PARKER, Secretary.

T. H. W. Pelham, Esq.,  
Board of Trade, Marine Department,  
7, Whitehall Gardens, London, S.W.

\* These letters asked for a reply to the circular letter of the Board of Trade.

(19.)

UNITED KINGDOM MUTUAL STEAMSHIP ASSURANCE ASSOCIATION TO  
THE BOARD OF TRADE.

United Kingdom Mutual Steam Ship  
Assurance Association, Limited,  
9, Great St. Helens, London, E.C.,

4 May 1900.

SIR,

WE understand you are about to issue some new "Regulations for Examination of Engineers in the Mercantile Marine," the effect of which is to raise the term from three to five years for service in the shops.

We desire to prominently bring to your notice the opinion of the Committee of this Association, which represents over 1,000,000 tons of steamship property, and principally of the class to be prejudicially affected by the new regulations.

The Committee consider that such a step is absolutely detrimental to the best interests of the shipping community of this country, and also to the men themselves. What the ordinary cargo boat requires is an engineer who has sea experience, and the longer he has had such experience, the greater value he is to his owner. Moreover, it is obvious that on board ship engineers gain more practical experience in the work that they are required to perform, and of the tools they are required to use, and of the nature of the repairs which from time to time are necessary to be effected, than it is possible to gain in a five years' apprenticeship in the shops.

The Committee of this Association think that any alterations in the existing regulations are entirely uncalled for, and, until cause be shown why they should be altered, they consider any action in the matter quite opposed to public necessity.

So far as we are aware, there is no record in existence of any lives having been lost at sea through the want of mechanical knowledge on the part of the engineers.

Moreover, it is probable the result of such regulations will be to introduce more foreign element into British steamers. This, we venture to think, is a subject which should be vigorously combated by the Board of Trade. The foreign element which so largely pertains amongst sailors will, undoubtedly, spread to the engine-room hands if these new regulations are enforced, and we strongly urge that the Government seriously consider this phase of the case before sanctioning the regulations under consideration.

We have, &amp;c.,

(Signed) THOS. R. MILLER &amp; SON,

Managers.

The Assistant Secretary,  
Board of Trade, Whitehall, S.W.

(20.)

NORTH OF ENGLAND STEAMSHIP OWNERS' ASSOCIATION TO THE  
BOARD OF TRADE.

North of England Steamship Owners' Association,  
G, King Street, Quayside, Newcastle-on-Tyne,

17 May 1900.

SIR,

WITH respect to the proposed change in the regulations in regard to the granting of certificates of competency to marine engineers, I am directed by the Committee of Management of this Association to respectfully protest against the suggested alterations.

With regard to the proposal that the period of service in the workshops should be raised from three to five years, I have to point out that my Committee consider this quite unnecessary, and are of opinion that the period at present provided in the regulations is amply sufficient to qualify candidates for the possession of a second-class certificate.

I am further requested to strongly urge that the Board of Trade should not accept the suggestion to provide for a third-grade certificate for engineers, which could not have any beneficial result, but would tend to restrict the number of engineers available for employment in merchant vessels.

My Committee trust that you will give earnest consideration to their wishes in this matter.

I am, &c.,  
(Signed) WILLIAM R. LORD,  
Secretary.

The Assistant Secretary,  
Marine Department, Board of Trade,  
Whitehall Gardens, London, S.W.

---



MARINE ENGINEERS.

RETURN of the CORRESPONDENCE between the Board of Trade and the representative Societies of Shipowners and Engineers and others upon the subject of Apprenticeship of Applicants for Board of Trade Certificates of Competency as MARINE ENGINEERS (in continuation of Parliamentary Paper, No. 316, of Session 1896).

(*Sir Fortescue Flannery.*)

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*Ordered, by The House of Commons, to be Printed,  
5 July 1900.*

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[*Price 2½d.*]

SIGHT TESTS.

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## REPORT

ON THE

# SIGHT TESTS

USED IN THE

## MERCANTILE MARINE

For the Year ended December 31st, 1899.

*(In continuation of Parliamentary Paper [C. 9248].)*

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Presented to both Houses of Parliament by Command of Her Majesty.

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VISION

1913

REPORT ON THE

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## Report to the Permanent Secretary, Board of Trade.

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SIR,

In continuation of the Report of March, 1899, printed as Parliamentary Paper, C. 9248, I submit particulars of the sight tests used in the Mercantile Marine for the year ended 31st December, 1899. Table I. contains details of each case of failure reported; Table II. shows the percentage of failures in form vision and in colour vision to the total numbers examined; and Table III. gives the nature of the defect in each case of reported colour blindness.

Of the 21 candidates who failed in form vision during 1899 none were re-examined; while of the 43 who failed in colour vision 13 were re-examined on appeal, and of these 4 passed and 9 were rejected.

Of the candidates who had failed during the previous year, 1898, one was re-examined in form vision, but again failed.

The number of officers already in possession of certificates who, on coming up for examination in the year 1899, failed to pass the sight tests, was three; one first mate, and two second mates failing in colour vision. Both the latter appealed; on re-examination, one passed, but the other failed.

No case of failure to pass the colour ignorance test has been reported.

I am,

Sir,

Your obedient servant,

WALTER J. HOWELL.

March, 1900.

---

TABLE I.—LIST of CANDIDATES for CERTIFICATES of COMPETENCY as OFFICERS in the MERCANTILE MARINE and others, who have been reported to the Board of Trade as having failed to pass the Form Vision, or Colour Ignorance Tests between the 1st January and the 31st December, 1899.

No.	Initials of Candidate.	Age.	Period of Sea Service.	Grade of Certificate held, if any.	Examination for which he entered.	Port of Examination.	Date of Failure.	Result of Form and Colour Vision Tests.					Colour Ignorance Test.	Remarks.	
								Form Vision.	Errors made in matching the Wools.			Nature of Colour Defect.			
									Green Test Skein.	Pink Test Skein.	Supplementary Red Test Skein.				
1	H. M. B.	15	—	..	Sight Tests	Liverpool ..	9 Jan. 1899	Failed	..	—	—	—	—	—	
2	E. D. D.	15	—	..	Sight Tests	London ..	13 Jan. 1899	Failed	..	—	—	—	—	—	
3	W. G.	30	14	..	Sight Tests	Belfast ..	12 Jan. 1899	Passed	..	..	Reddish brown (b); purple (d); blue green, No. 2 (e), (f); sage green (c); smoke grey (e).	Reddish brown (d).	Incompletely green blind.	—	
4	F. R. W.	24	7½	..	Second Mate	South Shields	16 Jan. 1899	Passed	..	Red (c), (d), (h); bronze brown (e); drab (e), (f); fawn (e).	Blue (c), (d), (e), (g), (h); greenish blue (c), (d).	Greenish yellow (c), (d); yellow low green, No. 2 (e), (g).	Completely blind.	—	
5	C. M.	23	4½	..	Second Mate	Newport ..	16 Jan. 1899	Passed	..	Fawn (d), (e); yellow brown (d); reddish grey (d); drab (f).	Purple (c), (d); blue (c), (e), (f), (g).	.. ..	Completely blind.	—	
6	J. W. C.	22	4½	..	Second Mate	Glasgow ..	30 Jan. 1899	Passed	..	Carmine (b), (c); red (h); madder pink (g), (h); grey (c), (d); yellow (d), &c.	Sage green (b); blue green, No. 1 (c), (d); greenish blue (c); yellow low green, No. 2 (d); violet (c), (d); grey (d), (e), &c.	Greenish yellow (d), (e); bronze brown (e), (d); yellow green, No. 1 (b), (c), &c.	Completely blind.	—	
7	S. D. ST. O. A.	24	5	..	Sight Tests	Liverpool ..	3 Feb. 1899	Failed	..	—	—	—	—	—	
8	J. R. C.	20	5	..	Second Mate	Hull ..	11 Feb. 1899	Passed	..	Bronze brown (b), (c); fawn (c); drab (b); grey (d); smoke grey (f).	Purple (a) (b), (d); violet (b).	.. ..	Incompletely green blind.	Appealed and failed, 2nd September, 1899.	
9	A. G. M.	22	6	..	Sight Tests	Victoria Dock, London.	20 Feb. 1899	Passed	..	(Failed in the Colour Vision Test.)				—	Appealed and passed, 26th February, 1899.

10	W. D.	27	12	..	..	Mate, Home India.	Liverpool ..	24 Feb. 1899	Failed	..	..	—	—	—	—	—	—
11	E. L.	27	10	..	..	Sight Tests	Hull ..	4 Mar. 1899	Passed	..	..	Madder pink (a), (b); bronze brown (c).	Bronze brown (a), (d); red (d), (e).	Yellow green, No. 1 (b), (c); greenish yellow (d); blue green, No. 1 (e).	—	—	—
12	W. S.	68	50	..	..	Sight Tests	Dundee ..	10 Mar. 1899	Failed	..	..	—	—	—	—	—	—
13	O. M. P.	25	64	..	..	Second Mate, Steam Ship.	London ..	17 Mar. 1899	Passed	..	..	Brown (d), (e); bronze brown (d); greenish yellow (b).	Bronze brown (b); purple (a); violet (d); blue (b); greenish blue (e), &c.	Greenish blue (b); violet (d); brown (e), (d), &c.	—	—	—
14	A. D. S.	15	—	..	..	Sight Tests	Glasgow ..	20 Mar. 1899	Passed	..	..	Fawn (d), (e); brown (d); grey (a), (c), (d); drab (b), (c), (e); red- dish grey (e), &c.	Greenish blue (a), (d); violet (d); smoke grey (a); blue green, No. 2 (e), (e).	Reddish brown (a), (b); fawn (e).	—	—	—
15	E. S. P.	16	—	..	..	Sight Tests	London ..	24 Mar. 1899	Passed	..	..	Sage grey (d), (e); fawn (e); red (f); reddish brown (e), &c.	Blue (a); violet (a), (b); purple (a), (b).	Brown (d) .. ..	—	—	Appealed and failed, 12th April, 1899.
16	C. E. R.	24	8	..	..	Sight Tests	Liverpool ..	25 Mar. 1899	Passed	..	..	Red (e), (g); brown (a), (e); reddish brown (b).	.. .. ..	Greenish yellow (b); yellow green, No. 2 (b), (c), (d); yellow green, No. 1 (b).	—	—	—
17	R. B. R.	17	14	..	..	Sight Tests	Liverpool ..	17 April 1899	Failed	..	..	—	—	—	—	—	Previously failed, 27th January, 1899.
18	H. S.	14	—	..	..	Sight Tests	Cardiff ..	18 April 1899	Passed	..	..	Fawn (d), (e); bronze brown (e), (f).	Blue green, No. 2 (b), (d).	Fawn (b) .. ..	—	—	—
19	H. R. D.	16½	—	..	..	Sight Tests	Liverpool ..	25 April 1899	Passed	..	..	Greenish yellow (c); brown (f).	Blue (c), (e); purple (b), (c); violet (a).	.. .. ..	—	—	—
20	H. W. P. S.	18	—	..	..	Sight Tests	London ..	8 May 1899	Failed	..	..	—	—	—	—	—	—
21	E. T.	25	54	..	..	Second Mate	Cardiff ..	1 May 1899	Passed	..	..	Bronze brown (a), (f); fawn (c), (d), (e); grey (d); drab (d).	Blue (a), (d), (f); violet (a), (c); purple (c).	.. .. ..	—	—	—
22	L. A. B.	15	—	..	..	Sight Tests	Liverpool ..	5 May 1899	Failed	..	..	—	—	—	—	—	—
23	J. W. A.	22	5	..	..	Second Mate	Aberdeen ..	9 May 1899	Passed	..	..	(Failed in the Colour Vision Test.)			—	—	Appealed and passed, 15th May, 1899.

\* The meaning of these letters is shown on the colour chart at the end of the Report issued in 1894, Parliamentary Paper C. 8093.

TABLE I.—LIST OF CANDIDATES, &c.—*continued.*

No.	Initials of Candidate.	Age.	Period of Service.		Grade of Certificate held, if any.	Examination for which he entered.	Port of Examination.	Date of Failure.	Result of Form and Colour Vision Tests.					Colour Ignorance Test.	Remarks.
			Years.	Months.					Form Vision.	Errors made in matching the Wools.			Nature of Colour Defect.		
										Green Test Skein.	Pink Test Skein.	Supplementary Red Test Skein.			
24	F. M.	26	10		..	Sight Tests	Victoria Dock, London.	11 May 1899	Passed	..	Drab (f); sage grey (g); sage green (e).	Blue green, No. 2 (e); blue green, No. 1 (d).	Yellow green, No. 1 (c); yellow green, No. 2 (d); brown (e); greenish yellow (e).	Completely green blind.	—
25	R. H. K.	21	4		..	Sight Tests	Victoria Dock, London.	11 May 1899	Passed	..	Smoke grey (c), (e), (f).	Drab (f); blue green, No. 2 (e); blue (h); smoke grey (f), &c.	Bronze brown (c); yellow green, No. 2 (e).	Incompletely green blind.	Appealed and failed, 1st November, 1899.
26	T. G. A.	20	3½		..	Sight Tests	Hull ..	6 June 1899	Passed	..	(Failed in the Colour Vision Test.)			—	Appealed and passed, 6th July, 1899.
27	O. K. W.	18	—		..	Sight Tests	Dundee ..	13 June 1899	Failed	..	—	—	—	—	—
28	J. McD.	33	7		..	Mate, Home Trade.	Glasgow ..	19 June 1899	Passed	..	Reddish grey (a), (b), (c); grey (d), (e); fawn (e), (e); brown (d); bronze brown (f), &c.	..	..	Incompletely green blind.	—
29	M. D.	20	4		..	Second Mate	London ..	23 June 1899	Passed	..	Bronze brown (c); brown (d); reddish grey (b), (c); grey (b); purple (e); sage grey (e), &c.	Purple (a), (e), (d); violet (b), (c), blue (b), (e).	..	Incompletely red blind.	Appealed and failed, 6th July, 1899.
30	J. A. S.	20	5½		Second Mate	First Mate	Hull ..	24 June 1899	Passed	..	(Failed in the Colour Vision Test.)			—	Appealed and passed 6th July, 1899.
31	H. J. C.	19	4		..	Second Mate	Liverpool ..	15 July 1899	Passed	..	Red (h); drab (f)	Violet (c), (d); greenish blue (e).	..	Incompletely red blind.	—
32	J. E. S.	23	4½		..	Second Mate	London ..	21 July 1899	Passed	..	Red (h); reddish brown (e); drab (e); grey (a), (b); sage grey (a), (c), &c.	Violet (b); blue (b), (e).	..	Completely red blind.	—
33	W. J. J.	21	5		..	Sight Tests	Dublin ..	28 July 1899	Failed	..	—	—	—	—	—

84	G. H.	17	—	..	Sight Tests	Liverpool ..	10 Aug. 1899	Failed	..	—	—	—	—	—
85	H. J. P.	15	—	..	Sight Tests	Hull ..	11 Aug. 1899	Failed	..	—	—	—	—	—
86	A. J. H.	21	43	..	Sight Tests	London ..	11 Aug. 1899	Passed	..	Violet (c); blue (d); grey (e).	Blue (b); yellow green, No. 1 (c).	Yellow (d); sage grey (e).	Completely green blind.	—
87	D. C.	24	84	..	Second Mate	Glasgow ..	14 Aug. 1899	Passed	..	Grey (a); reddish grey (c); drab (b), (e); (f); red- dish brown (e); bronze brown (e); (f), &c.	Blue green, No. 1 (b); blue green, No. 2 (b); (c); greenish blue (e).	.. .. .	Completely green blind.	—
88	R. A. O. H.	23	4	..	Sight Tests	Liverpool ..	21 Aug. 1899	Failed	..	—	—	—	—	—
89	A. R.	20	44	..	Second Mate, Steam Ship.	S. Shields ..	19 Aug. 1899	Passed	..	Greenish yellow (a); drab (b), (e).	Violet (a), (b); blue (c); greenish blue, No. 1 (b); greenish blue, No. 2 (a), (b).	.. .. .	Completely red blind.	—
40	A. U.	14	—	..	Sight Tests	Hull ..	21 Aug. 1899	Passed	..	Bronze brown (f); fawn (d), (e); yellow (d); drab (e); reddish grey (d).	Blue (e), (d), (f); blue green, No. 2 (d); purple (e); (d); violet (e).	Yellow green, No. 2 (d); bronze brown (d); brown (b).	Completely red blind.	—
41	A. E. C.	21	54	..	Second Mate	S. Shields ..	28 Aug. 1899	Passed	..	Bronze brown (b), (c); brown (f), &c.	Blue (b), (c); green- ish blue (e); blue green, No. 2 (e), (d), (e).	.. .. .	Completely red blind.	—
42	H. C.	24	84	First Mate	Ordinary Master.	London ..	8 Sept. 1899	Passed	..	Brown (b), (c), (d), (e); fawn (b), (c); bronze brown (c), (d); grey (a), &c.	.. .. .	.. .. .	Incompletely green blind.	Certificate noted
43	N. D. N.	17	—	..	Sight Tests	Leith ..	15 Sept. 1899	Passed	..	Drab (b), (c), (f); bronze brown (f).	Purple (d); violet (d); blue green, No. 2 (d).	Bronze brown (d)	Completely green blind.	Appealed and failed, 5th October, 1899.
44	W. B. S. H.	15	—	..	Sight Tests	London ..	15 Sept. 1899	Failed	..	—	—	—	—	—
45	J. O.	42	28	..	Sight Tests	Victoria Dock, London.	20 Sept. 1899	Passed	..	Reddish brown (e); fawn (e); drab (e); greenish blue (e).	Blue green, No. 2 (d).	.. .. .	Incompletely green blind.	Appealed and failed, 2nd September, 1899.
46	P. O. D.	27	9	..	Sight Tests	Victoria Dock, London.	26 Sept. 1899	Passed	..	Reddish brown (e) fawn (e); drab (f).	Violet (d); blue green, No. 2 (e).	Yellow green, No. 1 (e).	Completely red blind.	—

TABLE I.—LIST OF CANDIDATES, &c.—continued.

No.	Initials of Candidate.	Age.	Period of Sea Service.	Grade of Certificate held, if any.	Examination for which he entered.	Port of Examination.	Date of Failure.	Result of Form and Colour Vision Tests.					Colour Ignorance Test.	Remarks.	
								Form Vision.	Errors made in matching the Wools.			Nature of Colour Defect.			
									Green Test Skein.	Pink Test Skein.	Supplementary Red Test Skein.				
47	P. D.	27	83	Second Mate	First Mate	London ..	29 Sept. 1899	Passed	.. ..	Brown (c); reddish brown (d); fawn (b); yellow green, No. 1 (e); greenish yellow (f), (g), &c.	Blue (b), (c), (f); purple (e); violet (g).	.. ..	Completely blind.	—	Certificate noted, Appealed and failed, 18th October, 1899.
48	O. W.	43	25	.. ..	Sight Tests	Belfast ..	30 Sept. 1899	Passed	.. ..	Grey (a); reddish grey (b); fawn (c); reddish brown (d), &c.	.. ..	.. ..	Incompletely green blind.	—	
49	F. G. R.	19	—	.. ..	Sight Tests	London ..	9 Oct. 1899	Failed	.. ..	—	—	—	—	—	
50	H. O.	16	—	.. ..	Sight Tests	London ..	11 Oct. 1899	Failed	.. ..	—	—	—	—	—	
51	E. R.	16	—	.. ..	Sight Tests	London ..	20 Oct. 1899	Passed	.. ..	Carmine (a); brown (d), (e); bronze brown (c), &c.	Blue green, No. 2 (d); greenish blue (e); smoke grey (b).	Bronze brown (b), reddish brown (c).	Completely green blind.	—	
52	A. J. E.	23	44	.. ..	Sight Tests	W. Hartlepool	2 Nov. 1899	Passed	.. ..	Red (h); yellow (c); bronze brown (j); smoke grey (i); sage grey (e), &c.	Blue (h); greenish blue (c); blue green, No. 2 (d), (f).	.. ..	Completely green blind.	—	
53	H. E. O.	16	—	.. ..	Sight Tests	Liverpool ..	6 Nov. 1899	Failed	.. ..	—	—	—	—	—	
54	F. L. A.	21	5	.. ..	Sight Tests	London ..	8 Nov. 1899	Passed	.. ..	Brown (e); grey (a), (d); greenish yellow (b), (c); reddish grey (f), &c.	Blue (a), (b)	.. ..	Completely blind.	—	
55	E. H. W.	15	—	.. ..	Sight Tests	Bristol ..	13 Nov. 1899	Failed	.. ..	—	—	—	—	—	
56	F. L.	12	—	.. ..	Sight Tests	Hull ..	21 Nov. 1899	Failed	.. ..	—	—	—	—	—	
57	W. H. J.	15	—	.. ..	Sight Tests	Hull ..	21 Nov. 1899	Passed	.. ..	Fawn (d), (e); reddish grey (c), (f); drab (g); madder pink (h).	Purple (c); violet (b); blue (d); greenish blue (e); blue green, No. 2 (d).	.. ..	Completely green blind.	—	



TABLE II.—TABLE showing the NUMBER and PERCENTAGE of FAILURES to pass the SIGHT TESTS from 1877 to the end of 1899.

*Note.*—Up to 31st August, 1894, candidates were tested by means of coloured cards and glasses. Since that date Holmgren's wool test has been used, supplemented by a test for form vision, and a test for colour ignorance.

Year.	Number of Examinations in Form Vision.	Number of Failures in Form Vision.	Percentage of Failures in Form Vision.	Number of Candidates examined in Colour Vision.	Number of Failures in Colour Vision.	Percentage of Failures in Colour Vision.
1877-79 ... ..	—	—	—	5,967	26	·43
1879-80 ... ..	—	—	—	4,344	16	·36
1880-81 ... ..	—	—	—	4,501	21	·46
1881-82 ... ..	—	—	—	4,138	27	·65
1882-83 ... ..	—	—	—	4,078	32	·78
1883-84 ... ..	—	—	—	4,659	27	·57
1884-85 ... ..	—	—	—	4,460	31	·69
1885-86 ... ..	—	—	—	4,509	63	1·39
1886-87 ... ..	—	—	—	4,539	51	1·12
1887-88 ... ..	—	—	—	4,965	50	1·01
1888-89 ... ..	—	—	—	5,232	54	1·03
1889-90 ... ..	—	—	—	5,501	52	·94
1890-91 ... ..	—	—	—	5,289	63	1·19
1891-92 ... ..	—	—	—	5,219	43	·82
1892-93 ... ..	—	—	—	5,200	61	1·17
1893-94 (June 1893 —Aug. 1894).	—	—	—	6,663	85*	1·27
1894-95 (Sept. 1894 —Dec. 1895).	6,783	103	1·51	6,680	93†	1·39
1896 ... ..	5,051	34	0·67	5,017	51	1·02
1897 ... ..	5,977	34	0·57	5,943	40‡	·67
1898 ... ..	4,103	23	0·56	4,080	33	·81
1899 ... ..	4,642	21	0·45	4,621	39	·84

\* This number was incorrectly stated in the 1894 Report as 81, viz., 45 and 36.  
† One of these men passed on appeal in 1896.  
‡ " " " " 1898.

TABLE III.—NATURE OF DEFECTS IN COLOUR VISION IN 1899, USING THE YOUNG-HELMHOLTZ THEORY OF COLOUR VISION.

	Number of Cases.	Percentage in Total Number of Failures.	Percentage in Total Number Examined for Colour Vision.
Complete red blindness ... ..	17	43·6	·37
Incomplete red blindness ... ..	2	5·1	·04
Complete green blindness ... ..	12	30·8	·26
Incomplete green blindness ... ..	8	20·5	·17

1900  
22  
MERCHANT SERVICE (CERTIFICATES OF MASTERS, MATES,  
SKIPPERs, AND SECOND HANDS).

---

RETURN to an Order of the Honourable The House of Commons,  
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RETURN “showing, for the last completed Year, the NUMBER of SUCCESSFUL and UNSUCCESSFUL CANDIDATES (1) for MASTERS’ and MATES’ CERTIFICATES of COMPETENCY in the UNITED KINGDOM ; and (2) for SKIPPERs’ and SECOND HANDS’ CERTIFICATES of COMPETENCY in ENGLAND and WALES and IRELAND, distinguishing the PORTS at which the several EXAMINATIONS were held, and stating the FEES charged.”

Board of Trade, }  
26 April 1900. }

COURTENAY BOYLE.

(Captain Sinclair.)

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RETURN showing the NUMBER of EXAMINATIONS for CERTIFICATES of COMPETENCY as MASTERS AND MATES held at PORTS in the UNITED KINGDOM during the year 1899.

Ports.	Foreign Trade.										Home Trade.				Total Foreign and Home Trade.			
	Extra Master.		Master.		First Mate.		Only Mate.		Second Mate.		Master.		Mate.		Masters.		Mates.	
	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.
Aberdeen -	1	—	17	12	29	24	—	—	23	18	1	1	2	—	19	13	54	42
Belfast -	4	7	17	11	24	11	—	—	20	20	1	—	7	3	22	18	51	34
Bristol -	—	—	14	5	9	2	1	—	8	8	1	—	—	—	15	5	18	10
Cardiff -	3	2	33	14	22	29	—	—	33	34	—	—	—	—	36	16	55	63
Cork -	—	—	2	1	—	5	—	—	6	11	1	3	1	—	3	4	7	16
Dublin -	1	—	14	6	13	11	1	1	9	19	5	—	6	2	20	6	29	33
Dundee -	1	1	13	13	16	22	—	—	29	59	1	1	2	—	15	15	47	81
Glasgow -	3	6	33	31	64	62	—	1	48	58	14	7	11	12	50	44	123	133
Greenock -	—	—	21	11	32	37	—	1	28	44	12	2	17	9	33	13	77	91
Hartlepool, West -	—	—	9	10	12	13	—	—	14	13	—	—	—	—	9	10	26	26
Hull -	3	—	44	11	41	27	—	9	40	55	4	1	—	—	51	12	81	91
Leith -	1	2	18	15	35	31	—	—	29	45	2	2	3	4	21	19	67	80
Liverpool -	30	17	141	73	147	106	5	1	150	180	15	1	22	8	186	91	324	295
London -	12	11	196	103	182	212	3	—	257	398	11	3	27	7	219	117	469	617
Newport -	3	—	14	13	20	19	—	—	18	22	—	—	—	—	17	13	38	41
Plymouth -	1	—	29	9	23	12	—	—	19	17	2	—	2	—	32	9	44	29
Southampton -	—	—	14	5	17	21	—	—	28	26	1	—	2	2	15	5	47	49
Shields, South -	2	4	45	39	53	72	—	—	64	102	3	1	2	—	50	44	119	174
Sunderland -	4	2	29	21	51	49	—	1	41	74	2	—	1	3	35	23	93	127
Swansea -	1	—	11	9	9	4	—	—	10	7	—	—	—	—	12	9	19	11
Total -	70	53	714	412	799	769	10	14	874	1,210	76	22	105	50	860	486	1,788	2,043

In addition to the above, Yacht Masters' Certificates were issued as under :—  
Greenock, 1; Liverpool, 1; London, 2; Plymouth, 1; Southampton, 1—Total 6.

TABLE OF FEES.

As	Ordinary, Fore and Aft and Steamship Certificates.*		For Home Trade Passenger Ships.	Voluntary Examinations.					
	If not in possession of a Certificate of Competency of inferior Grade.	If in possession of a Certificate of Competency of inferior Grade.		For Pleasure Yachts.	Extra.		In Steam.	In Compass Deviation, including the Syllabus.	In Sight Tests only where a Certificate of Competency is not required.
					First Examination.	Second or Subsequent Examinations.			
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Master - - -	£ s. d. 2 0 0	£ s. d. 2 0 0	£ s. d. 1 0 0	£ s. d. 2 0 0	No Fee	£ s. d. 1 0 0	£ s. d. 1 0 0	£ s. d. 1 0 0	} For each person Examined 1s.
First Mate - -	1 0 0	0 10 0	—	—	—	—	1 0 0	1 0 0	
Only Mate - -	1 0 0	0 10 0	0 10 0	—	—	—	1 0 0	1 0 0	
Second Mate -	1 0 0	—	—	—	—	—	1 0 0	1 0 0	

\* Holders of Fore and Aft and Steamship Certificates can be examined for Ordinary Certificates of the same grade on payment of half the usual fee.

The holder of a Colonial Certificate for Foreign-going Ships not valid in the United Kingdom, or the holder of a Provisional Certificate granted after an examination passed on one of Her Majesty's Ships abroad, can be examined for an Imperial Certificate of the same grade without payment of fee for the first attempt. On any subsequent examination the usual fee is charged.

RETURN showing the NUMBER of EXAMINATIONS for CERTIFICATES of COMPETENCY as  
 SKIPPERS AND SECOND HANDS of FISHING BOATS, held at PORTS in ENGLAND and  
 WALES and IRELAND during the year 1899.

Ports.	Ordinary Certificates.				Special Certificates.				Total.			
	Skipper.		Second Hand.		Skipper.		Second Hand.		Skipper.		Second Hand.	
	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.	Passed.	Failed.
Shields { North South }	1	—	—	1	11	—	7	—	12	—	7	1
Sunderland	—	—	—	—	9	—	—	—	9	—	—	—
Hartlepool	—	—	—	—	—	—	—	—	—	—	—	—
Scarborough	8	—	5	—	2	—	1	—	5	—	6	—
Hull	61	5	44	16	2	—	5	—	63	5	49	16
Grimsby	59	22	64	36	9	—	—	—	68	22	64	36
Boston	1	—	3	—	—	—	—	—	1	—	3	—
Yarmouth	5	—	21	1	—	—	—	—	5	—	21	1
Lowestoft	20	—	17	—	—	—	—	—	20	—	17	—
Colchester	—	—	—	—	—	—	—	—	—	—	—	—
London	—	—	—	—	—	—	—	—	—	—	—	—
Ramsgate	7	—	18	—	—	—	—	—	7	—	18	—
Dover	1	—	1	—	—	—	—	—	1	—	1	—
Brixham	18	—	34	—	—	—	—	—	18	—	34	—
Plymouth	1	—	6	1	—	—	5	—	1	—	11	1
Newport	—	—	—	—	—	—	—	—	—	—	—	—
Cardiff	—	—	—	—	—	—	—	—	—	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—
Milford	7	1	16	1	—	—	—	—	7	1	16	1
Liverpool	3	—	4	—	—	—	—	—	3	—	4	—
Fleetwood	6	1	8	2	1	—	—	—	7	1	8	2
Dublin	2	—	2	—	—	—	—	—	2	—	2	—
Waterford (Dunmore)	—	—	—	—	—	—	—	—	—	—	—	—
Cork (Baltimore)	—	—	—	—	—	—	—	—	—	—	—	—
Galway	—	—	—	—	—	—	—	—	—	—	—	—
Total	195	29	248	58	34	—	12	—	229	29	261	58

Table of Examination Fees.

Skipper	—	—	—	s.
				2
Second Hands	—	—	—	1

MERCHANT SERVICE (CERTIFICATES  
OF MASTERS, MATES, SKIPPER,  
AND SECOND HANDS).

RETURN showing, for the last completed Year,  
the Number of Successful and Unsuccessful  
Candidates (1) for Masters' and Mates'  
Certificates of Competency in the United  
Kingdom; and (2) for Skippers' and Second  
Hands' Certificates of Competency in  
England and Wales and Ireland, dis-  
tinguishing the Ports at which the several  
Examinations were held, and stating the  
Fees charged.

(*Captain Sinclair.*)

*Ordered, by The House of Commons, to be Printed*  
*27 April 1800.*

[*Price 1d.*]

SEAMEN'S SAVINGS BANKS, MONEY ORDERS,  
TRANSMISSION OF WAGES.

---

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade or account of Seamen's Savings Banks, under the Authority of the MERCHANT SHIPPING ACT, 1894, during the Year ended 20th November 1899, and of the Interest thereon :

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at PORTS in the UNITED KINGDOM and at PORTS ABROAD from 1855 to 31st March 1900;

ALSO,

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1878 to 31st March 1900.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

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*Ordered, by The House of Commons, to be Printed,  
14 December 1900.*

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## SEAMEN'S SAVINGS BANKS.

YEAR ended 20th November 1898.

AN ACCOUNT of all Deposits Received and Repaid by the BOARD OF TRADE under the Authority of the MERCHANT SHIPPING ACT, 1894, 57 & 58 Vict. c. 60, during the Year ended 20th November 1898, and of the Interest thereon.

*Note.*—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

## RECEIPTS.

	£.	s.	d.
Balance on 20th November 1897 . . . . .	229,420	12	1
Amount received from Depositors during the Year ended 20th November 1898, viz. :—			
From Depositors in the Seamen's Savings Bank . . . . .	82,306	7	7
From Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool . . . . .	6,272	13	—
	88,579	—	7
Amount of Interest received from the Commissioners for the Reduction of the National Debt during the Year ended 20th November 1898 (of which amount 5,376 <i>l.</i> 3 <i>s.</i> 7 <i>d.</i> has been credited to the Depositors' Accounts) . . . . .	6,317	14	2
	£.	324,317	6 10

## PAYMENTS.

	£.	s.	d.
Repayments during the Year ended 20th November 1898, viz. :—			
To Depositors in the Seamen's Savings Bank . . . . .	80,254	5	3
To Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool . . . . .	6,467	13	—
	86,721	18	3
Payment to Mercantile Marine Fund for estimated cost of services rendered by Mercantile Marine Officers; to Vote 8, Class II., for work done at the Board of Trade; and to Postmaster General for Postage . . . . .	530	—	—
Balance as under :—			
Invested with Commissioners for the Reduction of the National Debt . . . . .	234,484	9	7
In the hands of Her Majesty's Paymaster General . . . . .	2,590	19	—
	237,075	8	7
	£.	324,317	6 10

	£.	s.	d.
Due to 5,543 Depositors, including Interest to 20th November 1898 . . . . .	234,350	18	4
Surplus Interest . . . . .	2,724	10	3
	£.	237,075	8 7

Board of Trade, }  
30 November 1899. }

Cosmo Monkhouse,  
Assistant Secretary

## SEAMEN'S MONEY ORDERS.

YEARS 1855 to 31st MARCH 1900.

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and Paid at PORTS in the UNITED KINGDOM, and at PORTS ABROAD, from 1855 to 31st March 1900, inclusive.

						ISSUED.			PAID.				
						Number.	Amount.			Number.	Amount.		
							£.	s.	d.		£.	s.	d.
Ports in the United Kingdom from 1st May 1855 to 31st March 1899, and at Ports Abroad from 1st April 1865 to 31st March 1899.						2,650,766	14,862,420	16	11	2,650,184	14,857,179	8	-
Ports in the United Kingdom during the Year ended 31st March 1900. (Home* and Foreign†.)						51,680	273,147	12	8	{ 51,690	*274,370	18	6
at the following Ports Abroad during the Year ended 31st March 1900, viz.:-						3,591	46,882	10	3	{ 3,559	†46,364	9	-
										50	603	5	8
PORTS.	No. issued.	Amount.			PORTS.	No. issued.	Amount.						
		£	s.	d.			£	s.	d.				
Amoy -	2	20	-	-	Brought forward	2,692	35,991	12	-				
Amsterdam -	82	983	2	-	Marseilles -	101	1,272	-	-				
Antwerp -	666	8,434	16	2	Monte Video -	29	358	-	-				
Baltimore -	16	288	5	-									
Bayonne -	6	94	10	-	Nantes -	34	531	13	1				
Bilbao -	1	1	-	-	Nice -	1	1	5	-				
Bombay -	10	108	9	7	New Orleans -	4	10	11	-				
Bordeaux -	16	196	-	-									
Boston -	66	1,255	18	9	Odessa -	11	75	10	-				
Boulogne -	27	465	-	-	Ostend -	99	2,027	19	3				
Brake -	49	902	5	11									
Bremen -	38	520	-	-									
Bremerhaven -	133	1,928	5	-									
Buenos Aires -	20	124	10	-									
Calcutta -	49	397	16	8	Pensacola -	5	174	10	-				
Callao -	19	235	-	-	Philadelphia -	44	755	9	-				
Cherbourg -	4	8	10	-	Portland, Maine -	2	10	8	6				
Copenhagen -	9	162	19	5									
Cronstadt -	2	11	-	-									
Dieppe -	2	16	-	-	Riga -	1	5	-	-				
Dunkirk -	261	4,611	1	8	Rosario -	10	30	-	-				
Fiume -	4	33	10	-	Rotterdam -	507	4,913	17	2				
Hoochow -	1	8	-	-	Rouen -	13	163	19	2				
Genoa -	27	265	10	-	San Francisco -	16	212	15	3				
Ghent -	70	1,260	10	-	Savona -	3	11	10	-				
Gothenburg -	1	8	15	5	Stettin -	1	10	-	-				
					St. Nazaire -	5	136	-	-				
Hamburg -	1,051	12,716	4	8									
Havre -	57	893	1	9	Valparaiso -	9	148	-	10				
Honfleur -	3	41	10	-	Vera Cruz -	4	42	10	-				
Carried forward	2,692	35,991	12	-	TOTAL -	3,591	46,882	10	3				
						2,706,037	15,182,450	19	10	2,705,483	15,178,518	1	2
						2,705,483	15,178,518	1	2	-	-		
Balance due by Board of Trade on account of Orders unpaid on 31st March 1900.						554	3,932	18	8	-	-		
Amount in hand on 31st March 1900, on account of Commission and Exchange						-	-				£.	s.	d.
											143	12	7

Board of Trade, }  
30 November 1900. }

Cosmo Monkhouse,  
Assistant Secretary.

## TRANSMISSION OF WAGES (HOME).

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, from 1st February 1878 to 31st March 1900, inclusive.

	RECEIPTS.	PAYMENTS.
	£. s. d.	£. s. d.
From 1st February 1878 to 31st March 1899 - -	3,348,809 13 8	3,345,631 17 6
From 1st April 1899 to 31st March 1900 - - (as per Summary below)	156,083 12 10	156,409 4 11
£.	3,504,393 6 6	3,502,041 2 5

Balance in hand on 31st March 1900 - - - £. 2,352. 4. 1.

RECEIPTS.	PORT.	PAYMENTS.
£. s. d.		£. s. d.
--	Board of Trade - - - - -	5,343 4 5
--	General Post Office (Inland Towns) - - -	4,108 9 2
	Local Marine Boards:	
338 18 4	Aberdeen - - - - -	624 1 3
230 13 8	Belfast - - - - -	2,233 7 1
3,192 15 6	Bristol - - - - -	2,186 16 9
11,927 2 8	Cardiff - - - - -	15,179 18 9
7,413 3 -	Barry - - - - -	4,389 15 7
1,901 10 1	Penarth - - - - -	928 - 5
2,365 5 7	Cork - - - - -	1,055 18 -
1,376 11 7	Dublin - - - - -	952 19 9
4,185 6 7	Dundee - - - - -	2,116 2 4
8,674 19 8	Glasgow - - - - -	9,209 19 9
1,260 5 9	Greenock - - - - -	1,388 8 10
9,919 6 -	Hull - - - - -	6,533 - 3
2,287 18 6	Leith - - - - -	3,080 6 9
19,186 6 10	Liverpool - - - - -	25,433 15 9
11,462 8 1	London, Dock-street - - - - -	7,618 4 6
2,283 1 10	Newcastle - - - - -	4,103 18 7
2,046 9 5	Plymouth - - - - -	1,013 11 10
6,299 11 -	Shields, North - - - - -	4,216 14 11
8,750 10 8	„ South - - - - -	9,701 6 1
1,535 15 10	Sunderland - - - - -	2,566 3 2
	Board of Trade Offices:	
5,412 16 11	Avonmouth - - - - -	869 14 11
1 7 6	Gourock - - - - -	613 6 3
48 8 5	Gravesend - - - - -	1,084 9 6
1,247 - 9	Grimsby - - - - -	876 16 9
7,622 12 4	London, Poplar - - - - -	7,483 2 7
3,070 - -	„ Tilbury - - - - -	228 1 -
8,318 9 10	„ Victoria Docks - - - - -	947 11 -
5,805 18 -	Manchester - - - - -	2,208 11 6
4,950 12 7	Newport, Mon. - - - - -	4,411 2 2
--	Queenstown - - - - -	242 19 9
1,947 14 2	Southampton - - - - -	1,623 1 11
1,715 2 1	Swansea - - - - -	3,587 10 3
9,305 9 8	Other Ports - - - - -	18,253 13 5
£. 156,083 12 10		£. 156,409 4 11

Board of Trade,  
30 November 1900.

Cosmo Monkhouse,  
Assistant Secretary.

## TRANSMISSION OF WAGES (FOREIGN).

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Foreign, from 23rd August 1894 to 31st March 1900, inclusive.

	RECEIPTS.	PAYMENTS.
	£. s. d.	£. s. d.
From 23rd August 1894 to 31st March 1899 - -	148,388 17 5	146,917 7 6
From 1st April 1899 to 31st March 1900 (as per Summary below).	72,832 10 11	73,628 13 5
£.	221,221 8 4	220,546 - 11

Balance in hand on 31st March 1900 - - - £. 675. 7. 5.

RECEIPTS.	PLACE.	PAYMENTS.
£. s. d.		£. s. d.
31,925 11 9	Antwerp - - - - -	5,778 18 7
13,289 9 7	Dunkirk - - - - -	1,646 11 -
12,258 6 6	Hamburg - - - - -	1,652 9 3
15,409 3 1	Rotterdam - - - - -	2,615 8 7
	Board of Trade - - - - -	486 10 7
	Local Marine Boards :	
	Aberdeen - - - - -	366 12 6
	Belfast - - - - -	679 6 9
	Bristol - - - - -	710 15 3
	Cardiff (including Barry and Penarth) - -	7,790 10 6
	Cork - - - - -	480 8 10
	Dublin - - - - -	546 12 8
	Dundee - - - - -	752 2 5
	Glasgow - - - - -	3,629 8 6
	Greenock - - - - -	559 13 5
	Hull - - - - -	2,608 7 6
	Leith - - - - -	1,600 17 10
	Liverpool - - - - -	11,586 10 8
	London, Dock-street - - - - -	7,444 11 7
	Newcastle - - - - -	745 7 7
	Plymouth - - - - -	267 6 9
	Shields, North - - - - -	1,154 15 9
	„ South - - - - -	3,127 14 8
	Sunderland - - - - -	741 13 3
	Board of Trade Offices :	
	Avonmouth - - - - -	19 10 -
	Gourock - - - - -	7 8 10
	Gravesend - - - - -	132 17 1
	Grimsby - - - - -	426 7 4
	London, Poplar - - - - -	4,190 19 10
	„ Tilbury - - - - -	- 6 10
	„ Victoria Docks - - - - -	396 12 4
	Manchester - - - - -	848 12 4
	Newport - - - - -	1,545 9 3
	Queenstown - - - - -	78 2 7
	Southampton - - - - -	202 17 11
	Swansea - - - - -	1,179 11 6
	Other Ports (Customs Outports) - - -	7,687 3 2
£. 72,832 10 11		£ 73,428 13 5

Board of Trade, }  
30 November 1900. }

Cosmo Monkhouse,  
Assistant Secretary.

SEAMEN'S SAVINGS BANKS,  
MONEY ORDERS,  
AND TRANSMISSION OF WAGES.

---

ACCOUNT of all Deposits Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the MERCHANT SHIPPING ACT, 1894, during the Year ended 30 November 1899, and of the Interest thereon :

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at Ports in the UNITED KINGDOM and at Ports ABROAD, from 1856 to 31 March 1900 ;

Also,

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1876 to 31 March 1900.

(Presented pursuant to Act of Parliament.)

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Ordered, by The House of Commons, to be Printed,  
14 December 1900.

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[Price 1d.]

# WAGES AND EFFECTS OF DECEASED SEAMEN. 24

ACCOUNT of the SUMS Received and Paid by the BOARD OF TRADE in respect of the WAGES and EFFECTS of DECEASED SEAMEN, from the 1st April 1898 to the 31st March 1899.

	Cash.			2½ per Cent Stock.			
	£.	s.	d.	£.	s.	d.	
Balance on 31st March 1898, shown in the preceding Account - - -	2,451	12	4	13,500	-	-	
				(=£14,630 13 4		cash)	
1892-93 -	2,435	10	5	1894-95 -	2,242	5 4	
1893-94 -	2,004	17	5	1895-96 -	2,574	1 1	
				1896-97 -	2,486	14 11	
				1897-98 -	4,348	16 6	
Amount received from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 2,546 Deceased Seamen - - -				10,611	13	8	
Interest received on 2½ per Cent. Stock - - -				356	3	8	
Amount paid in Year ended 31st March 1899 to the Relatives and Representatives of Deceased Seamen, viz. :—	£.	s.	d.	10,419	9	8	
	13,411	1	5				
1892-93 -	£.	s.	d.	1896-97 -	£.	s.	d.
1893-94 -	9	13	1	1896-97 -	254	15	6
1894-95 -	8	19	5	1897-98 -	2,107	17	11
1894-95 -	1	18	4	1897-98 -	2,107	17	11
1895-96 -	84	2	4	1898-99 -	10,853	14	10
Amount unclaimed, received prior to 1st April 1893, surrendered to the Mercantile Marine Fund - - -	£.	s.	d.				
	2,425	17	4				
Amount of Interest on invested portion of unclaimed Wages and Effects also surrendered - - -	356	3	8	2,782	1	-	
Amount paid to the Exchequer and Audit Department for auditing the Account for 1896-97 - - -	100	13	-				
				16,302	15	5	
	£.			3,116	14	3	13,500 - -
							(=£14,680 13 4
							cash)
BALANCE unclaimed on 31st March 1899, viz. :—							
1893-94 -	£.	s.	d.	1896-97 -	£.	s.	d.
1894-95 -	2,985	18	-	1896-97 -	2,231	19	5
1894-95 -	2,240	7	-	1897-98 -	2,041	5	7
1895-96 -	2,489	18	9	1898-99 -	5,757	18	10
				£	s.	d.	
				17,747	7	7	

Board of Trade, }  
30 November 1899. }

Cosmo Monkhouse,  
Assistant Secretary.

Exchequer and Audit Department,  
Somerset House, London, W.C.

I hereby certify that the Statement of the Account of Wages and Effects of Deceased Seamen, as rendered by Cosmo Monkhouse, Esq., Assistant Secretary to the Board of Trade, from 1st April 1898 to 31st March 1899, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

Charge - - - - -	£.	s.	d.
Discharge - - - - -	19,419	9	8
	16,302	15	5

and that on the said Account the Accounting Officer is indebted in the sum of Three Thousand One Hundred and Sixteen pounds Fourteen shillings and Threepence.

Given under my hand this 27th day of December 1899.

Richard Mills,  
Comptroller and Auditor-General.

WAGES AND EFFECTS OF DECEASED  
SEAMEN.

---

ACCOUNT of the Sums Received and Paid in  
respect of the Wages and Effects of DECEASED  
SEAMEN in the Year ended 31 March 1899.

(Presented by Her Majesty's Command.)

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*Ordered, by The House of Commons, to be Printed,  
1 February 1900.*

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SUEZ CANAL.

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RETURNS OF SHIPPING AND TONNAGE:

1897, 1898, & 1899.

[In continuation of "Commercial No. 4: 1899."]

---

*Presented to both Houses of Parliament by Command of Her Majesty.  
May 1900.*

---

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# SUEZ CANAL.

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## Returns of Shipping and Tonnage: 1897, 1898, and 1899.

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[In continuation of "Commercial No. 4: 1899."]

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*The British Suez Canal Directors to the Marquess of Salisbury.—(Received May 1.)*

My Lord,

Paris, April 21, 1900.

WE have the honour to forward to your Lordship the Returns of the navigation through the Suez Canal for the year 1899, as compared with those of the two previous years 1897 and 1898.

The Returns are, as previously, comprised in nine Tables, and are in continuation of those inclosed in our despatch of the 27th April, 1899.

The following is a brief summary of their contents:—

Table No. 1.—*A Monthly Return of the Shipping, Tonnage, and Transit Receipts for the years 1897, 1898, and 1899.*

The net tonnage for the past year shows an increase of 657,027 tons as compared with that of 1898, and of 1,996,257 tons as compared with that of 1897.

The amount of dues has risen proportionately from 85,294,769 fr. in 1898 to 91,318,772 fr. in 1899, being an increase of 6,024,003 fr.

The receipts are higher than in any previous year since the opening of the Canal, and are 25,151,193 fr. more than they were ten years ago.

Table No. 2.—*A Return of the Shipping and Tonnage for the same period of three years arranged under their respective Flags.*

The number of vessels which passed through the Canal was 2,986 in 1897, 3,503 in 1898, and 3,607 in 1899, of which 1,905 in 1897, 2,295 in 1898, and 2,310 in 1899 carried the British flag.

The tonnage of British vessels has also increased, having risen from 5,319,136 in 1897 and 6,297,743 in 1898 to 6,586,310 tons in 1899. During the same period, the tonnage of German vessels has also increased from 858,685 tons in 1897 to 969,597 in 1898 and 1,070,767 tons in 1899.

Table No. 3.—*A Comparative Return of these three years, based on Table No. 2, and giving the Percentage of the Shipping and Tonnage of the Flags engaged.*

The percentage of British vessels and their tonnage in 1899 was 64 and 66·6 respectively, as against 65·5 and 68·2 in 1898. There has been a slight increase in the percentage of German, Dutch, Austrian, Norwegian, Danish, and Japanese vessels.

Table No. 4.—*A Return of the Shipping for the year 1899, arranged under its various Categories, Merchant-Vessels, Mail-Steamers, Ships of War, &c.*

In this Table the shipping is divided into the various classes of merchant-vessels, mail-steamers, war-ships and transports, Government chartered vessels, and vessels in ballast. Of 2,726 merchant-vessels and vessels in ballast, of a net tonnage of 7,360,299 tons, passing through the Canal, 2,044 ships, of a net tonnage of 5,684,896 tons, were British, being nearly 75 per cent. of the number and fully 77·2 per cent. of the tonnage; 265, or 9·7 per cent., were German vessels, whose tonnage was 9·3 per cent. of the whole; France, Holland, and Norway combined furnishing a total of 8·7 per cent. of the vessels and 6·9 per cent. of the tonnage of the carrying trade to the East through the Suez Canal.

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Table No. 5.—*A General Yearly Return of Vessels from the opening of the Canal to the present Time, showing their Gross and Net Tonnage, the Transit Receipts, and the mean Net Tonnage per Vessel.*

In the ten years 1889–98, the annual net tonnage ranged from 6,783,187 tons to 9,238,603 tons, and the transit receipts from 66,167,579 fr. to 85,294,769 fr. The average of the net tonnage was 7,992,897 tons; and of the transit receipts 75,126,933 fr.; while in 1899 the net tonnage amounted to 9,895,630 tons, and the transit receipts to 91,318,772 fr. The mean net tonnage per vessel also rose from 1,951 tons in 1889 to 2,743 tons in 1899, being 98 tons per vessel in excess of 1897 and 106 tons more than in 1898.

---

Table No. 6.—*A Monthly Return, showing the average Time occupied by Vessels in 1899, distinguishing those which navigated both by Night and Day from such as navigated by Day alone.*

The mean duration of passage for all vessels navigating the Canal amounted to 18 hours 38 minutes in 1899 as compared with 18 hours 2 minutes in 1898. In 1899 the percentage of vessels navigating by night was 90·7 per cent., as against 94 per cent. in 1898.

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Table No. 7.—*A Return showing the Draught of Water of Vessels navigating the Canal during the last Twelve years, with the Percentage of such Draught.*

The percentage of vessels drawing less than 23 feet has fallen from 61·4 in 1898 to 58·9 in 1899, while vessels drawing more than 23 feet increased from 38·6 in 1898 to 41·1 in 1899.

The maximum draught allowed for vessels passing through the Canal is 25 feet 7 inches, and 386 vessels, drawing more than 24 feet 7 inches, used the Canal, as compared with 374 in 1898, 391 in 1897, and 360 in 1896, representing a percentage of 10·6 in 1896, 13·0 in 1897, 10·7 in 1898, and 11·7 in 1899.

---

Table No. 8.—*A Return of the Number and Classification of Passengers who passed through the Canal in 1899.*

The number of troops carried through the Canal amounted to 108,552 as against 122,052 in 1898, being a decrease of 13,500. There was a decrease of 8,443 British, 6,254 Russian, 6,967 Turkish, 1,136 German, 3,148 Italians, and 1,407 Dutch, against an increase of 10,269 American and 2,418 Spanish troops as compared with 1898. There has also been an increase of 8,780 civilian passengers, and of 6,396 pilgrims, emigrants, and convicts.

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Table No. 9.—*A Return showing the Number of Passengers carried through the Suez Canal from its opening in 1870 to the end of the year 1899.*

In the year 1870, 26,758 passengers were carried through the Canal; in 1880 the number rose to 98,900, in 1890 to 161,352, and in 1899 to 221,348, as against 219,729 in 1898.

We have, &c.  
 (Signed) J. STOKES.  
 H. AUSTIN LEE.  
 C. W. FREMANTLE.

---

Inclosure 1.

(No. 1.)—MONTHLY RETURN of the Shipping and Tonnage that passed through the Suez Canal, together with the Transit Receipts for the years 1897, 1898, and 1899.

Month.	1897.						1898.						1899.					
	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.
January	262	940,274·060	666,393·540	Fr. 6,136,466 12	289	1,078,883·492	763,090 986	Fr. 7,056,030 68	278	1,070,497·500	765,838·950	Fr. 7,101,087 31	278	1,070,497·500	765,838·950	Fr. 7,101,087 31	278	1,070,497·500
February	228	833,414·326	590,118·636	5,463,533 26	275	1,012,762·020	722,120·131	6,693,334 21	291	1,101,931·853	786,158·099	7,275,816 43	291	1,101,931·853	786,158·099	7,275,816 43	291	1,101,931·853
March	293	1,071,630·123	734,820·560	6,959,834 72	301	1,111,331·743	790,869·593	7,427,173 87	366	1,363,644·443	977,399·110	9,110,342 99	366	1,363,644·443	977,399·110	9,110,342 99	366	1,363,644·443
April	278	1,008,263·377	718,487·073	6,623,746 98	306	1,111,406·090	796,838·520	7,349,133 34	346	1,305,305·142	934,735·453	8,660,644 68	346	1,305,305·142	934,735·453	8,660,644 68	346	1,305,305·142
May	248	915,982·930	645,703·850	5,992,754 31	337	1,210,545·170	866,472·580	7,827,168 56	328	1,205,397·198	867,944·530	8,031,383 45	328	1,205,397·198	867,944·530	8,031,383 45	328	1,205,397·198
June	249	910,209·780	649,653·070	5,991,941 65	306	1,107,140·185	791,287·059	7,242,793 20	284	1,085,031·490	778,300·450	7,124,225 30	284	1,085,031·490	778,300·450	7,124,225 30	284	1,085,031·490
July	225	869,085·116	623,380·735	5,707,079 43	337	1,244,047·890	874,932·090	8,115,856 64	313	1,200,734·950	864,779·480	7,854,486 61	313	1,200,734·950	864,779·480	7,854,486 61	313	1,200,734·950
August	226	869,903·660	617,884·420	5,564,721 19	275	1,003,096·730	721,341·250	6,625,559 12	306	1,204,986·120	865,544·045	7,863,646 56	306	1,204,986·120	865,544·045	7,863,646 56	306	1,204,986·120
September	223	836,612·670	595,736·760	5,495,275 25	270	985,249·138	705,972 748	6,549,149 31	281	1,074,439·038	768,611·061	7,054,048 28	281	1,074,439·038	768,611·061	7,054,048 28	281	1,074,439·038
October	238	914,742·750	617,139·730	5,961,168 97	267	1,020,879·118	726,228·755	6,886,211 51	279	1,121,086·410	801,601·120	7,398,486 74	279	1,121,086·410	801,601·120	7,398,486 74	279	1,121,086·410
November	254	949,886·506	672,687·915	6,230,249 32	266	1,037,230·453	740,142·847	6,864,877 58	266	1,048,784·325	746,385·418	6,536,478 24	266	1,048,784·325	746,385·418	6,536,478 24	266	1,048,784·325
December	262	1,003,347·980	717,365·552	6,603,714 83	274	1,037,057·784	739,311·822	6,857,481 56	269	1,034,152·960	736,382·332	6,868,095 48	269	1,034,152·960	736,382·332	6,868,095 48	269	1,034,152·960
Total	2,985	11,123,403·278	7,899,373·841	72,830,545 43	3,503	12,962,631·813	9,238,603·381	85,294,769 88	3,007	13,815,991·729	9,895,630·048	91,318,772 07	3,007	13,815,991·729	9,895,630·048	91,318,772 07	3,007	13,815,991·729

Inclosure 2.

(No. 2.)—RETURN showing the Number of Vessels and Tonnage that passed through the Suez Canal during the years 1897, 1898, and 1899, arranged under their respective Flags.

Flag.	1897.				1898.				1899.			
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Tons.
Great Britain	1,905	7,389,236.83	5,319,136.36	2,295	8,691,092.79	6,217,743.19	2,310	9,016,031.12	2,310	9,016,031.12	6,586,310.53	
Germany	325	1,194,106.23	858,685.12	356	1,353,161.43	969,597.42	387	1,492,657.381	387	1,492,657.381	1,070,767.135	
France	202	807,995.342	519,605.525	221	891,641.675	571,516.70	226	940,124.629	226	940,124.629	598,319.281	
Holland	206	532,272.448	382,248.527	193	526,478.45	381,866.342	206	583,010.691	206	583,010.691	418,567.153	
Austria-Hungary	78	265,231.038	184,036.859	85	300,251.088	213,020.159	101	371,364.408	101	371,364.408	266,359.709	
Japan	36	165,424.58	114,434.80	46	261,601.57	183,324.54	65	321,127.99	65	321,127.99	224,636.33	
Russia	44	218,514.26	144,438.38	48	243,381.49	163,191.82	55	266,444.42	55	266,444.42	171,589.37	
Italy	71	198,160.73	129,464.35	74	208,418.00	137,293.64	69	200,624.96	69	200,624.96	132,763.24	
Norway	48	117,794.02	87,185.78	47	109,708.88	81,216.26	59	165,738.10	59	165,738.10	123,756.83	
Spain	48	199,695.35	137,830.86	49	232,358.16	149,306.34	39	164,202.40	39	164,202.40	114,149.37	
America	3	6,626.64	3,714.77	4	5,161.79	1,531.17	26	101,245.67	26	101,245.67	67,689.57	
Denmark	2	1,954.30	1,043.97	8	30,228.40	23,319.77	21	76,105.59	21	76,105.59	58,061.64	
Turkey	7	7,769.86	5,557.27	54	83,540.74	57,723.56	26	52,384.68	26	52,384.68	36,669.89	
Belgium	..	..	..	..	..	..	5	16,758.59	5	16,758.59	12,411.15	
Greece	..	..	..	2	1,941.40	1,335.38	4	11,223.34	4	11,223.34	8,438.24	
Egypt	3	5,343.60	3,411.27	10	15,705.04	9,877.42	2	2,891.79	2	2,891.79	1,920.67	
Portugal	1	366.28	195.18	3	605.46	297.45	3	2,260.05	3	2,260.05	1,287.96	
Sweden	1	1,647.85	1,225.75	2	1,020.87	591.97	2	1,020.87	2	1,020.87	591.97	
Siam	2	4,457.20	2,559.98	..	..	..	1	775.05	1	775.05	538.01	
China	3	5,916.15	4,067.21	4	6,180.97	4,289.46	..	..	..	..	..	
Roumania	..	..	..	1	1,703.10	1,241.05	..	..	..	..	..	
Argentine Republic	..	..	..	1	450.51	319.74	..	..	..	..	..	
Mexico	..	..	..	..	..	..	..	..	..	..	..	
Totals	2,986	11,123,403.278	7,899,373.841	3,503	12,962,631.813	9,238,603.381	3,607	13,815,991.729	3,607	13,815,991.729	9,895,630.048	

Inclosure 3.

(No. 3.)—RETURN showing the Percentage of the Shipping and Tonnage of all Flags that passed through the Suez Canal during the years 1897, 1898, and 1899.

Flag.	1897.			1898.			1896.		
	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.
Great Britain ..	63·8	66·4	67·3	65·5	67·1	68·2	64·0	65·5	66·6
Germany ..	10·9	10·7	10·8	10·2	10·4	10·5	10·7	10·8	10·8
France ..	6·8	7·3	6·6	6·3	6·9	6·2	6·3	6·8	6·1
Holland ..	6·9	4·8	4·8	5·5	4·1	4·1	5·7	4·2	4·2
Austria-Hungary ..	2·6	2·4	2·3	2·5	2·3	2·3	2·8	2·7	2·7
Japan ..	1·2	1·5	1·4	1·3	2·0	2·0	1·8	2·3	2·3
Russia ..	1·5	2·0	1·8	1·4	1·9	1·7	1·5	1·9	1·7
Italy ..	2·4	1·8	1·6	2·1	1·6	1·5	1·9	1·5	1·3
Norway ..	1·6	1·1	1·1	1·4	0·9	0·9	1·7	1·2	1·3
Spain ..	1·6	1·8	1·7	1·4	1·8	1·6	1·1	1·2	1·2
America ..	0·1	0·1	0·1	0·1	0·02	0·02	0·7	0·8	0·7
Denmark ..	0·1	0·02	0·01	0·2	0·2	0·3	0·6	0·5	0·6
Turkey ..	0·2	0·1	0·1	1·6	0·7	0·6	0·7	0·4	0·3
Belgium ..	..	..	..	..	..	..	0·1	0·1	0·1
Greece ..	..	..	..	0·06	0·02	0·01	0·1	0·1	0·1
Egypt ..	0·1	0·05	0·1	0·3	0·1	0·1	0·1	0·02	0·02
Portugal ..	0·03	0·003	0·002	0·1	0·004	0·003	0·1	0·01	0·01
Sweden ..	0·03	0·02	0·1	0·06	0·008	0·006	0·1	0·007	0·006
Siam ..	0·1	0·04	0·1	..	..	..	0·02	0·005	0·005
China ..	0·1	0·05	0·1	0·1	0·05	0·05	..	..	..
Roumania ..	..	..	..	0·03	0·013	0·013	..	..	..
Argentine Republic..	..	..	..	0·01	0·004	0·003	..	..	..
Mexico ..	0·03	0·01	0·01	..	..	..	..	..	..
Totals ..	100	100	100	100	100	100	100	100	100

Inclosure 4.

(No. 4.)—RETURN of Shipping and Tonnage that passed through the Suez Canal during the year 1899, arranged under their respective Flags and Categories.

Flag.	Merchant Vessels.		Mail Steamers.		War Ships and Transports.		Government-chartered Vessels.		Vessels in Ballast.		Totals.	
	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.
Great Britain ...	1,985	5,533,337·64	217	793,337·12	28	23,035·81	21	85,041·32	59	131,658·64	2,310	6,536,310·53
Germany ...	265	689,431·06	107	355,048·74	11	10,744·366	4	15,643·98	...	...	387	1,070,767·435
France ...	67	211,024·27	126	373,912·76	12	10,979·221	1	2,903·04	...	...	326	598,819·281
Holland ...	93	142,927·55	103	229,342·53	10	6,597·073	...	...	...	...	306	418,867·138
Austria-Hungary ...	40	88,807·46	55	169,638·72	5	5,331·669	...	...	1	2,581·86	101	266,369·709
Japan ...	54	214,532·38	...	...	11	10,103·95	...	...	...	...	65	224,636·53
Russia ...	3	1,747·90	51	169,370·33	1	471·14	...	...	...	...	55	171,589·87
Italy ...	2	3,326·59	52	116,867·97	11	9,395·86	1	1,762·91	3	1,411·91	69	132,765·24
Norway ...	57	120,020·76	...	...	...	...	...	...	2	3,786·05	59	123,766·53
Spain ...	14	38,089·74	25	76,069·63	...	...	...	...	...	...	39	114,149·57
America ...	...	...	...	...	25	67,549·96	...	...	1	139·61	26	67,689·57
Denmark ...	20	57,055·67	...	...	1	1,005·97	...	...	...	...	21	58,061·64
Turkey ...	26	36,669·89	...	...	...	...	...	...	...	...	26	36,669·89
Belgium ...	5	12,411·15	...	...	...	...	...	...	...	...	5	12,411·15
Greece ...	4	8,438·24	...	...	...	...	...	...	...	...	4	8,438·24
Egypt ...	2	1,920·67	...	...	...	...	...	...	...	...	2	1,920·67
Portugal ...	...	...	...	...	3	1,287·96	...	...	...	...	3	1,287·96
Sweden ...	2	591·97	...	...	...	...	...	...	...	...	2	591·97
Siam ...	1	538·01	...	...	...	...	...	...	...	...	1	538·01
Totals ...	2,660	7,220,870·96	736	2,283,577·79	118	146,502·978	27	105,230·25	66	139,428·07	3,607	9,695,630·045

## Inclosure 5.

(No. 5.)—YEARLY RETURN of Shipping and Tonnage that passed through the Suez Canal from its opening until the year 1899, together with the Transit Receipts.

Year.	Number of Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.		Mean Net Tonnage per Vessel.
				Fr.	c.	
1869 .. ..	10	10,557·61	6,576·00	54,460	80	657
1870 .. ..	486	654,915·02	436,609·37	5,159,327	22	898
1871 .. ..	765	1,142,200·46	761,467·05	8,993,732	87	995
1872 .. ..	1,082	1,744,481·32	1,160,743·54	16,407,591	42	1,071
1873 .. ..	1,173	2,085,072·61	1,367,767·82	22,897,319	18	1,166
1874 .. ..	1,264	2,423,672·22	1,631,650·14	24,859,383	00	1,290
1875 .. ..	1,494	2,940,708·45	2,009,984·09	28,886,302	27	1,345
1876 .. ..	1,457	3,072,107·01	2,096,771·61	29,974,998	74	1,439
1877 .. ..	1,663	3,418,949·72	2,355,447·69	32,774,344	22	1,416
1878 .. ..	1,593	3,291,535·38	2,269,678·31	31,098,229	18	1,425
1879 .. ..	1,477	3,236,942·32	2,263,332·19	29,686,060	81	1,532
1880 .. ..	2,026	4,344,519·89	3,057,421·88	39,840,487	64	1,509
1881 .. ..	2,727	5,794,491·19	4,136,779·77	51,274,352	95	1,517
1882 .. ..	3,198	7,122,125·68	5,074,808·88	60,545,882	08	1,586
1883 .. ..	3,307	8,051,307·30	5,775,861·79	65,847,812	16	1,746
1884 .. ..	3,284	8,319,967·36	5,871,500·92	62,378,115	54	1,787
1885 .. ..	3,624	8,985,411·80	6,335,752·98	62,207,439	21	1,748
1886 .. ..	3,100	8,183,313·15	5,767,655·84	56,527,390	58	1,860
1887 .. ..	3,137	8,430,043·20	5,903,024·09	57,862,370	71	1,881
1888 .. ..	3,440	9,437,957·32	6,640,834·44	64,832,273	20	1,930
1889 .. ..	3,425	9,605,745·48	6,783,187·12	66,167,579	14	1,951
1890 .. ..	3,388	9,749,129·09	6,890,094·41	66,984,000	22	2,033
1891 .. ..	4,207	12,217,986·41	8,698,777·36	83,422,101	24	2,067
1892 .. ..	3,559	10,866,401·468	7,712,028·61	74,452,436	03	2,166·90
1893 .. ..	3,341	10,753,758·155	7,659,068·105	70,667,361	43	2,292·447
1894 .. ..	3,352	11,283,854·721	8,039,175·276	73,776,827	68	2,398·321
1895 .. ..	3,434	11,833,637·331	8,448,383·015	78,103,717	56	2,460·216
1896 .. ..	3,409	12,039,858·793	8,560,283·609	79,569,994	31	2,511·083
1897 .. ..	2,986	11,123,403·278	7,899,373·841	72,830,545	43	2,645·47
1898 .. ..	3,503	12,962,631·813	9,238,603·381	85,294,769	88	2,637·34
1899 .. ..	3,607	13,815,991·729	9,895,630·048	91,318,772	07	2,743·451

## Inclosure 6.

(No. 6.)—MONTHLY RETURN of Vessels for 1899, giving the Mean Duration of Passage of such as navigated by Night, as compared with those navigating by Day only.

Month.	Mean Duration of Passage.					
	For Vessels navigating by Night as well as by Day.		For Vessels navigating by Day only.		For all Vessels.	
	Number of Vessels.	Duration.	Number of Vessels.	Duration.	Number of Vessels.	Duration.
		Hrs. m.		Hrs. m.		Hrs. m.
January .. ..	270	17 7	8	28 17	278	17 26
February .. ..	275	18 9	16	25 37	291	18 46
March .. ..	347	21 49	19	31 51	366	22 17
April .. ..	327	17 10	19	23 56	346	17 33
May .. ..	290	17 16	38	23 57	328	18 6
June .. ..	240	17 22	44	27 21	284	18 55
July .. ..	268	17 10	45	26 28	313	18 30
August .. ..	267	17 19	39	25 57	306	18 25
September .. ..	247	17 36	34	28 36	281	18 56
October .. ..	256	17 20	23	27 0	279	18 0
November .. ..	234	16 32	32	29 14	266	18 4
December .. ..	252	17 2	17	28 55	269	17 47
Totals, and total mean duration .. ..	3,273	17 46	334	27 13	3,607	18 38

## Inclosure 7.

(No. 7.)—RETURN showing the Draught of Water of Vessels that passed through the Suez Canal for the years 1886 to 1899, inclusive.

Year.				Vessels having a Draught of Water of—									Total Number of Vessels.
				Less than 7 mètres. (22 ft. 11 in.)	7·01 to 7·10 mètres. (23 ft. 3 in.)	7·11 to 7·20 mètres. (23 ft. 7 in.)	7·21 to 7·30 mètres. (23 ft. 11 in.)	7·31 to 7·40 mètres. (24 ft. 3 in.)	7·41 to 7·50 mètres. (24 ft. 7 in.)	7·51 to 7·60 mètres. (24 ft. 11 in.)	7·61 to 7·70 mètres. (25 ft. 3 in.)	7·71 to 7·80 mètres. (25 ft. 7 in.)	
1886	..	Number	..	2,426	190	143	112	125	104	..	..	..	3,100
		Percentage	..	78·26	6·13	4·61	3·61	4·03	3·36	..	..	..	
1887	..	Number	..	2,359	139	173	109	151	156	..	..	..	3,187
		Percentage	..	75·19	6·03	5·52	3·48	4·81	4·97	..	..	..	
1888	..	Number	..	2,469	223	197	122	147	282	..	..	..	3,440
		Percentage	..	71·77	6·48	5·73	3·55	4·27	8·20	..	..	..	
1889	..	Number	..	2,436	236	218	122	149	264	..	..	..	3,425
		Percentage	..	71·12	6·89	6·37	3·56	4·35	7·71	..	..	..	
1890	..	Number	..	2,395	230	189	87	165	178	53	48	44	3,399
		Percentage	..	70·67	6·79	5·58	2·57	4·87	5·25	1·56	1·41	1·30	
1891	..	Number	..	3,187	241	208	135	182	119	54	46	35	4,207
		Percentage	..	75·76	5·73	4·94	3·21	4·33	2·83	1·28	1·09	0·83	
1892	..	Number	..	2,609	225	201	120	174	103	51	44	32	3,559
		Percentage	..	73·31	6·32	5·65	3·37	4·89	2·89	1·43	1·24	0·90	
1893	..	Number	..	2,303	251	213	109	188	113	60	48	56	3,341
		Percentage	..	68·93	7·51	6·38	3·26	5·63	3·38	1·79	1·44	1·68	
1894	..	Number	..	2,206	278	218	120	228	130	47	59	66	3,352
		Percentage	..	65·8	8·3	6·5	3·6	6·8	3·9	1·4	1·7	2·0	
1895	..	Number	..	2,184	270	242	126	241	143	55	88	85	3,434
		Percentage	..	63·6	7·8	7·0	3·7	7·0	4·2	1·6	2·6	2·5	
1896	..	Number	..	2,142	240	188	98	219	162	68	130	162	3,409
		Percentage	..	62·8	7·0	5·5	2·9	6·4	4·8	2·0	3·8	4·8	
1897	..	Number	..	1,782	206	161	96	209	141	84	135	172	2,986
		Percentage	..	59·7	6·9	5·4	3·2	7·0	4·7	2·8	4·5	5·8	
1898	..	Number	..	2,151	275	171	100	244	188	87	125	162	3,503
		Percentage	..	61·4	7·8	4·9	2·8	7·0	5·4	2·5	3·6	4·6	
1899	..	Number	..	2,125	319	248	107	268	154	81	144	161	3,607
		Percentage	..	58·9	8·8	6·9	3·0	7·4	4·3	2·2	4·0	4·5	

N.B.—Since April 15, 1890, vessels have been allowed to pass through the Canal with a draught of water of 7·80 mètres—25 ft. 7 in.

## Inclosure 8.

(No. 8.)—RETURN showing the Number and Classification of Passengers both Outward and Homeward Bound, exclusive of Ships' Crews, that passed through the Suez Canal during the years 1898 and 1899.

Classification.				1898.			1899.		
				Outward Bound.	Homeward Bound.	Totals.	Outward Bound.	Homeward Bound.	Totals.
Military—									
British	..	..	..	18,749	16,029	34,778	14,753	11,582	26,335
Russian	..	..	..	19,326	4,541	23,867	11,678	5,935	17,613
Turkish	..	..	..	19,604	4,341	23,945	9,827	7,151	16,978
French	..	..	..	8,122	6,261	14,383	9,309	7,099	15,108
Spanish	..	..	..	2,778	7,616	10,394	..	12,812	12,812
American	..	..	..	..	..	..	10,269	..	10,269
German	..	..	..	3,867	802	4,669	1,747	1,786	3,533
Italian	..	..	..	1,467	4,324	5,791	1,026	1,617	2,643
Dutch	..	..	..	2,065	1,739	3,804	1,205	1,192	2,397
Japanese	..	..	..	..	421	421	..	655	655
Portuguese	..	..	..	..	..	..	209	..	209
Military total	..	..	..	75,978	46,074	122,052	58,723	49,829	108,552
Civilians	..	..	..	39,085	40,751	79,836	40,213	48,403	88,616
Pilgrims, emigrants, and convicts	..	..	..	12,738	5,045	17,783	14,061	10,118	24,179
Totals	..	..	..	127,801	91,870	219,671	112,997	108,350	221,347

## Inclosure 9.

(No. 9.)—RETURN showing the Number of Passengers carried through the Suez Canal from its opening to the end of the year 1899.

Year.					Military.	Civilians.	Pilgrims, Emigrants, and Convicts.	Total Passengers on Vessels.	Total Passengers on Boats.	Total.
1870	..	..	..	..	..	..	..	26,758	..	..
1871	..	..	..	..	..	..	..	48,422	..	..
1872	..	..	..	..	..	..	..	67,640	..	..
1873	..	..	..	..	..	..	..	68,030	..	..
1874	..	..	..	..	..	..	..	73,597	..	..
1875	..	..	..	..	..	..	..	84,446	..	..
1876*	..	..	..	..	30,420	20,832	8,362	59,614	..	..
1877	..	..	..	..	39,463	24,409	8,949	72,821	..	..
1878	..	..	..	..	58,274	26,170	11,919	96,363	..	..
1879	..	..	..	..	42,775	26,697	12,672	82,144	..	..
1880	..	..	..	..	49,493	29,139	20,268	98,900	..	..
1881	..	..	..	..	43,163	35,604	8,039	86,806	..	..
1882	..	..	..	..	62,898	38,288	20,686	121,872	..	..
1883	..	..	..	..	47,919	36,149	31,529	115,597†	3,579	119,176
1884	..	..	..	..	74,318	39,987	34,993	148,298	3,618	151,916
1885	..	..	..	..	112,230	47,068	42,473	201,771	4,178	205,949
1886	..	..	..	..	84,593	55,320	27,709	167,622	3,788	171,410
1887	..	..	..	..	91,966	53,414	33,405	178,785	4,211	182,996
1888	..	..	..	..	87,131	63,103	29,231	179,465	4,430	183,895
1889	..	..	..	..	75,445	72,192	27,868	175,505	5,087	180,592
1890	..	..	..	..	67,767	69,479	18,430	155,676	5,676	161,352
1891	..	..	..	..	93,780	73,562	20,784	188,126	6,347	194,473
1892	..	..	..	..	91,743	70,239	21,929	183,912	5,907	189,820
1893	..	..	..	..	71,880	67,262	41,290	180,432	6,066	186,498
1894	..	..	..	..	73,428	71,996	20,562	165,986	17	166,003
1895	..	..	..	..	118,635	74,878	23,423	216,936	4	216,940
1896	..	..	..	..	198,520	78,652	31,055	308,227	13	308,241
1897	..	..	..	..	92,639	83,833	14,743	191,215	9	191,224
1898	..	..	..	..	122,052	79,836	17,783	219,671	58	219,729
1899	..	..	..	..	108,552	88,616	24,179	221,347	1	221,348

\* The distinction has only been made since 1876.

† Until 1883 the passengers on boats were included in the total of passengers on vessels.

## SUEZ CANAL.

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RETURNS of Shipping and Tonnage : 1897, 1898,  
and 1899.

[In continuation of "Commercial No. 4 : 1899.]

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*Presented to both Houses of Parliament by Com-  
mand of Her Majesty. May 1900.*

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# HARWICH HARBOUR.

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GEORGE  
UNIVERSITY  
APR 28 1900

AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st day of March 1900; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade, }  
June 1900. }

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COURTENAY BOYLE.

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(Presented pursuant to Section 6 of the Harwich Harbour Act, 1863.)

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Ordered, by The House of Commons, to be Printed,  
14 June 1900.

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REPORT OF THE HARWICH HARBOUR CONSERVANCY BOARD.

---

(F &amp; H. 7344.)

THE Harwich Harbour Conservancy Board have to report that the amount received from dues on shipping for the year ended 31st March last was 2,336*l.* 3*s.* 9*d.*, showing an increase on the receipts of the preceding year of nearly 100*l.*; that the sum received for ballast was 148*l.* 15*s.* 6*d.*, for interest and rent 48*l.* 1*s.*, which with incidentals amounting to 65*l.* brought up the total receipts to 2,598*l.* 0*s.* 3*d.*, being 246*l.* 3*s.* 7*d.* over the sum received for the year ending 31st March 1899.

But little expenditure has been necessary on the Board's works at Landguard during the year, as will be seen by the small amount shown under this head in the accompanying account, and full information will be found as to the state of these works, and their immediate surroundings, in the Engineer's Annual Report, a copy of which is annexed hereto.

The Great Eastern Railway Company by their line of fine steam vessels carries on an increasing trade with the Continent, and a Mail route has recently been established between London (viâ Parkeston Quay) and the Hook of Holland; an extensive and growing trade is carried on by Ipswich merchants bringing ships of heavy tonnage to the Harbour, and the Ipswich Dock Commissioners are expending heavily in deepening the River Orwell to meet the growing requirements of their port, and there is a growing traffic to Felixstowe Dock.

The Harbour is also increasing in importance as a Naval station, and since the date of last Report H.M. training ship "Ganges" has been stationed there.

All these facts show a steady development of trade with Harwich Harbour, and its increasing usefulness for naval purposes, making it the more regrettable that at present the Conservators, for want of funds, have not been able to commence the dredging operations referred to in the last two reports. This question, which is one of vital importance, is still engaging the attention of the Board with the hope that ere long some means may be found to enable the Conservators to carry out a much-needed improvement.

By order of the Board,

(signed) *Richd. S. Barnes,*

Harwich, 3 May 1900.

Clerk to the Board.

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## ENGINEER'S REPORT.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen,

Ipswich, 30 April 1900.

THE configuration of Landguard Point has undergone considerable change during the past year, owing to the beach, which had accumulated on the west side of the main jetty, over the stacked blocked apron, between piles 65 and 110, having travelled towards the point, to which attention was called in my report of 1898.

This action, due to southerly winds and to the ground swell during easterly gales, rushing along the west side of the main jetty, was very marked in January 1899, when the stacked blocking was denuded down to the bottom course, the high water line driven back to pile 68 and a prominent point thrown out opposite pile 35.

In the following months of April, June, October, December, 1899, February and March 1900, this action was repeated, so that the high water line has been driven back to pile 52, the blocking exposed nearly to its foundations and the point advanced during the year another 100 feet into the Harbour. During north-easterly winds at end of March 1900, some beach passed through the main jetty and forms a temporary protection covering up to about half-tide level.

Upon your inspection of the works in July 1899 the large growth of the Harbour point was so marked that the necessity for replacing some of the planked hearting to check the travel of beach through the jetty was pointed out and authorized, such hearting was thereupon raised about 1½ feet and is now buried level with the beach.

It was the object of the spur groyne, which I then recommended to be constructed at pile 75, and for which I submitted drawings and estimate in October last, to prevent the denudation of the west side of the jetty and to uphold such an accumulation of beach as would form a

\*"broad barrier of natural deposit between the sea and the Landguard works in the least expensive manner."

Now that the high water beach line has been driven back about 200 feet, the erection of one new spur groyne will probably be insufficient to arrest the movement of beach and restore and maintain the necessary protective outline.

The travel of beach from the N.E. along the seashore, has been comparatively very small during the past year, and may be due to the large excavations made in the beach about three furlongs to the N. of the main jetty by the War Department, forming a catchpit for such material as would have travelled up to and through the main jetty.

With regard to the point forming in the harbour its outline has not been much affected by wind waves within tide range, while the projection of a horn has for some weeks sheltered the shore to the northward and checked the travel of beach up the harbour.

By the eroding action of the ebb-tide, a considerable quantity of material has been carried seaward from the point, resulting in the projection of the three fathoms line nearly 200 feet to the westward of its position in 1896. A comparison of the survey of 1896 and that of June 1899 by Captain Richards, R.N. of H.M.S. "Triton," shows that the deep water between Landguard Point and the Bell Buoy has been in rapid progress of extension seaward by the continued scouring action of the ebb tide and promises, if the action be continued, to develop a channel of at least equal capacity to the westward main channel and to complete the isolation of the beach and shoal.

Attention has been called again during the year to the shingle ridges and patches on the "Glutton," "Bone" and "Gristle" shoals and to the obstructions they offer to navigation in the fairway of the harbour. These spots have only 14 feet water over them at low water of ordinary spring tides, and some recent ebbs have gone 2 to 2½ feet lower.

With the increased draft of vessels now frequenting the ports of Harwich and Ipswich and under the conditions named, the removal of such shoal places has become more urgent and it is most desirable that the schemes of deepening by dredging which have been under consideration for some years should be realised at an early date.

No new work has been undertaken during the past year, the expenditure being principally for watching and maintenance.

The superstructure of the main jetty has remained substantial; some slight additions have been made to the leading light beacons and the works are generally in a satisfactory state.

I am, &c.  
(signed) *Thos. Miller,*  
Engineer to the Board.

\* Sir Geo. Nares' report of June 1890.

## THE HARWICH HARBOUR CONSERVANCY BOARD.

## ABSTRACT of ACCOUNTS of RECEIPTS and PAYMENTS for the Period ended 31st March 1900.

RECEIPTS.	1 August 1898 to 31 March 1899.	1 April 1899 to 31 March 1900.	TOTAL.	PAYMENTS.	1 August 1898 to 31 March 1899.	1 April 1899 to 31 March 1900.	TOTAL.
Revenue - - -	£. s. d. 54,287 8 6½	£. s. d. 2,485 - 3	£. s. d. 56,772 8 9½	Public Works Loan Commissioners, Instalments of Loan repaid.	£. s. d. 6,504 7 6	£. s. d. 205 12 6	£. s. d. 6,710 - -
Votes by Parliament (Treasury Allowances*).	17,273 2 4	- - -	17,273 2 4	Public Works Loan Commissioners, Interest on Loan.	7,126 16 8	111 18 9	7,238 15 6
Public Works Loan Commissioners	10,000 - -	- - -	10,000 - -	Salaries and Collectors' Poundsage	17,196 16 9	674 13 7	17,871 10 4
Interest - - -	157 2 1	48 - -	205 2 1	Land - - -	2,403 11 -	- - -	2,403 11 -
Incidentals - - -	- - -	65 - -	65 - -	Works † - - -	34,755 5 7	98 18 10	34,854 4 5
				Incidental Expenses - - -	5,077 12 9	381 2 1	5,458 14 10
				Law Expenses - - -	1,122 2 1	- - -	1,122 2 1
				Engineering - - -	3,841 13 3	- - -	3,841 13 3
				Parliamentary Agents - - -	700 16 8	- - -	700 16 8
				£.	78,729 2 3	1,472 5 9	
				Balances:			
				Consols - - -	- - -	1,511 19 6	
				Cash in hands of Treasurer - - -	- - -	602 3 8	
				Cash in hands of Collector - - -	- - -	- 2 0½	
				In deposit at Bankers - - -	- - -	2,000 - -	
£.	81,717 12 11½	2,598 - 3	84,315 13 2½			£.	84,315 13 2½

I certify that the above is a true Abstract of Receipts and Payments for the period ended 31st March 1900, and that the Accounts have been audited by this Board.

Harwich, 3 May 1900.

I hereby certify that this Account has been examined by me, under the direction of the Board of Trade, as provided by Sect. 6 of the Harwich Harbour Act (26 & 27 Vict. c. 71), and that the same is correct.

Board of Trade,  
25 May 1900.

Cosmo Monkhouse,  
Assistant Secretary.

(signed) Richard S. Barnes,  
Clerk to the Board.

\* This is exclusive of the various advances by the Treasury for settlement of Contractor's claims, and the expense of proceeding with the hearing of Landguard Jetty.  
† This is exclusive of the 4,000l. paid in discharge of the balance due to the Contractor on 22nd March 1870, and of various sums paid on account of hearing Landguard Jetty.

THE HARWICH HARBOUR CONSERVANCY BOARD.

31st MARCH 1900.

STATEMENT of ASSETS and LIABILITIES of the Board at the above Date, as nearly as the same can be Estimated.

ASSETS.		LIABILITIES.	
	£. s. d.		£. s. d.
Balance in hand -	4,114 5 2½	Harbour Master's Poundage on March Collection	30 9 3
Due from Harbour Master -	- 2 -½	Conservators' Travelling Expenses	20 - -
Due for Ballast	2 2 4	Sundry small Accounts	25 - -
		Engineer on account of Work	2 1 3
£.	4,116 9 7	£.	77 10 6

(signed) Richard S. Barnes,  
Clerk to the Board.

Harwich, 3 May 1900.

## HARWICH HARBOUR.

ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, 31 March 1900; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with the REPORT of the Conservancy Board on their Proceedings and on the Works executed by them; &c.

*(Presented pursuant to Section 6 of the Harwich Harbour Act, 1863.)*

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13 April 1899.

### PETERHEAD HARBOUR OF REFUGE.

Engineer's Report for the year ended 31st March 1899.

#### SOUTH BREAKWATER.

During the past year the Breakwater was extended 112½ lineal feet.

The following are the chief items of work executed in connection with the above extension :—

Rubble deposited in foundation mound - -	13 639 tons
Levelling surface of mound for foundations of superstructure - - - - -	765 superficial yards
Concrete in mass - - - - -	234 cubic yards
Do. in blockwork - - - - -	10,852 „
Do. blockwork in apron - - - - -	599 „
Granite ashlar in facework - - - - -	21,323 cubic feet
Do. other than in blocks - - - - -	420 „
Do. in copings - - - - -	413 „
Do. in pitching - - - - -	2,020 superficial feet
Granite bollard fixed - - - - -	1
Permanent way laid - - - - -	61 lineal yards
Gas and water pipes laid - - - - -	75 „

In consequence of the lowering of the level of the superstructure foundations by 13 feet, the removal of 1,071 tons of surplus rubble was rendered necessary. This work was performed by divers.

A new cement shed to contain about 1,000 tons was constructed and brought into use.

## PLANT.

The steam hopper barge "Thistle" was overhauled, altered, and repaired; and two 10-ton boats for depositing stone have been constructed.

The railway, workyard, plant and buildings have been properly maintained.

Serious delays were occasioned during the year owing to the impossibility of obtaining Portland cement in sufficient quantity, and on account of shortness of water.

The daily average number of men and horses employed upon the works during the past year was as follows :—

Free men	-	-	-	-	-	-	-	-	-	140
Convicts	-	-	-	-	-	-	-	-	-	211
Warders and Guards	-	-	-	-	-	-	-	-	-	31
Horse	-	-	-	-	-	-	-	-	-	1

## PROGRESS DRAWING.

The accompanying drawing shows, as far as practicable, the progress made with the works.

(signed) *Coode, Son and Matthews,*  
Engineers in Chief.

## PETERHEAD HARBOUR.

MEMORANDUM by the Director of Works of the Navy on Messrs. COODE, SON and MATTHEWS' Report for the financial year 1898-99.

1. In compliance with Treasury Letter of the 3rd April, 1888, I forward the Report of the Engineers in Chief on the Works executed during the financial year ended 31st March, 1899.

2. The Report shows that good progress was made with South Breakwater. The progress made during the last six years is as follows :—

1893-94	-	-	105	feet and 40 feet of foundation prepared in addition.
1894-95	-	-	90	" " 66 " ditto ditto
1895-96	-	-	112½	" " 60 " ditto ditto
1896-97	-	-	105	" " 45 " to low water level.
1897-98	-	-	90	" " 34 " to 10·7½ below low water.
1898-99	-	-	112½	" " 1,071 tons of surplus rubble removed by divers in consequence of lowering level of superstructure 13 feet.

The work has now got into deeper water and is all founded on a rubble mound.

3. The steam hopper barge "Thistle" has been overhauled, altered, and repaired, and two 10-ton boats for depositing stone built so that steady progress may be made with the rubble mound, which has to be allowed to settle before the blockwork superstructure is placed on it.

4. The railway, workyard, plant, and buildings have been properly maintained.

5. Considerable delays were occasioned during the year owing to the difficulty in obtaining Portland cement in sufficient quantity, and on account of shortness of water. Steps have been taken which will, I hope, prevent these troubles recurring.

6. The daily average of Convicts employed on the works continues to fall off; during the year it has been 211 as against 226 shown in the previous year's report. It was originally contemplated that 500 Convicts would be available daily. The average number during the last five years has been 229, the numbers being :—

1894-95	-	-	-	-	-	-	-	229
1895-96	-	-	-	-	-	-	-	241
1896-97	-	-	-	-	-	-	-	237
1897-98	-	-	-	-	-	-	-	226
1898-99	-	-	-	-	-	-	-	211

7. The annual report of the Surveyors has been received, with measurements and valuation of the work done on the basis of Sir John Coode's original estimate (in accordance with Treasury Letter of the 8th June, 1889), *plus* a percentage as mentioned in my last year's memorandum to cover the estimated increase of cost of 160,000/. (approved by Treasury, 31st December, 1896), in consequence of the dearth of Convicts.

The following extracts are made from the Surveyors' Report :—

"Permanent work has been done to the Breakwater, and material prepared during the year, which we value at 22,049*l.* 14*s.*

"The cost as per Engineers' returns is 25,856*l.* 7*s.* 6*d.*

"Our valuation of the permanent work at the Breakwater is more by 6,193*l.* 6*s.* 6*d.* than the cost as set forth by the Engineers.

"The value of the material on the ground at the 31st March, 1898 was 16,670*l.* 12*s.* 7*d.*

"The value of the material on the ground at the 31st March, 1899 was 15,502*l.* 16*s.* 5*d.*

"The decision to lower two courses of the 'Breakwater beyond the Rock,' approved by Treasury, 10th August, 1897, "necessitated the removal of a portion of the rubble mound already tipped. This removal had to be done by divers. Our valuation of this work is 803*l.* 5*s.*

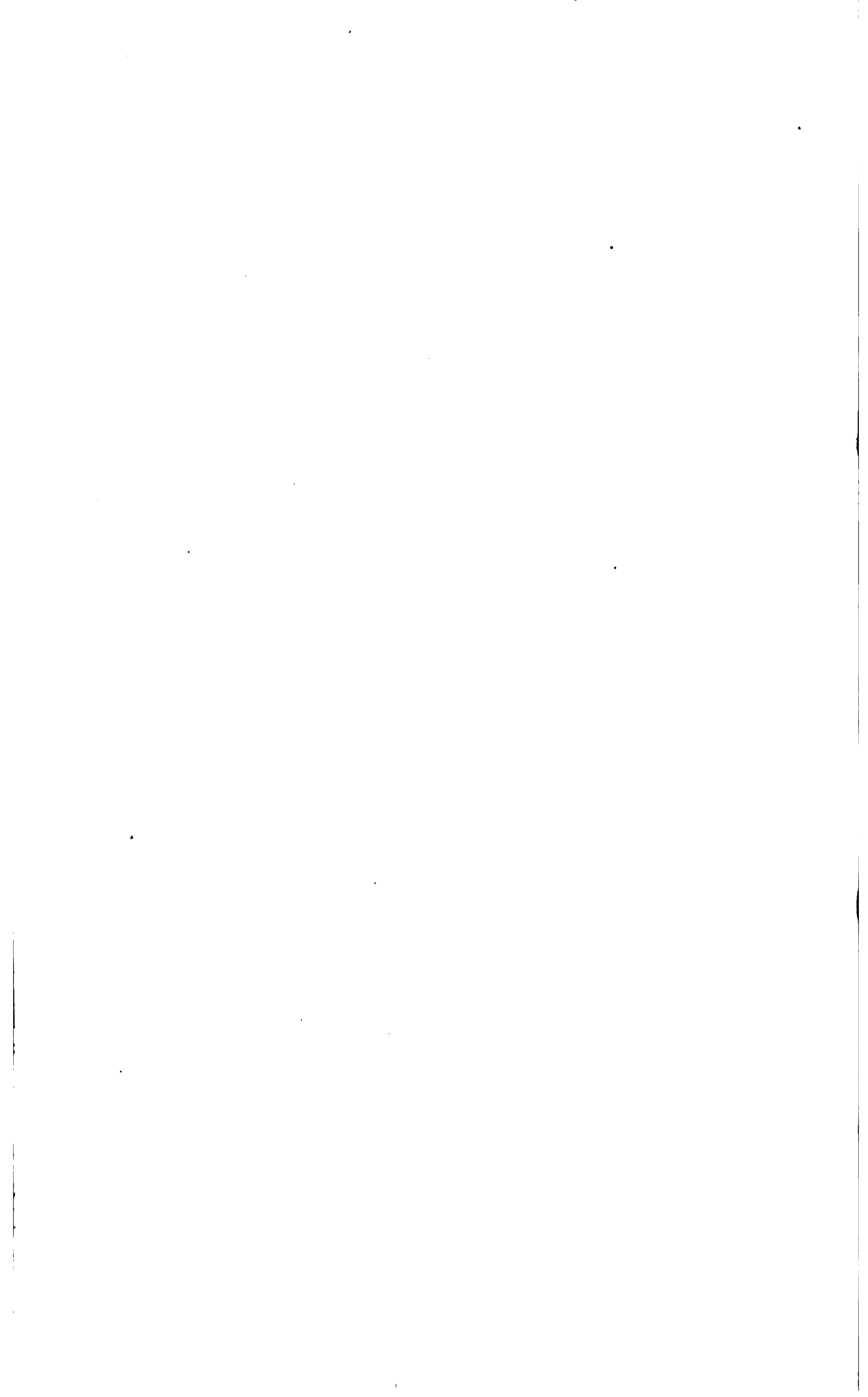
"Some of the concrete blocks were washed away during the storms of last winter; we value the reinstatement of these at 1,861*l.*"

The Surveyors do not anticipate any excess on the revised total estimate.

Although the Surveyors' Report shows that the permanent work during the year was carried out considerably under the revised estimate, it must be borne in mind, as pointed out in my last year's memorandum, that the difficulties and risks will increase as the work proceeds into deeper water, and the uncompleted end is more exposed.

(signed) *E. Raban,*

Director of Works.





1000  
1000  
1000

PETERHEAD HARBOUR.

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APR 22 1901

# REPORTS

RESPECTING

## PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—20.)

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Presented to both Houses of Parliament by Command of Her Majesty.

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1900.



# REPORT

RESPECTING

## PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C. 20.)

Westminster Chambers,  
9, Victoria Street,  
London, S.W.  
9 April 1900.

### PETERHEAD HARBOUR OF REFUGE.

Sir,

WE have the honour to send herewith our Report accompanied by an explanatory drawing showing the progress made with the above Works during the year ended 31st ultimo.

We have the honour to be,

Sir,

The Director of Works of the Navy,  
21, Northumberland Avenue, W.C.

Your obedient Servants,  
*Coode, Son and Matthews.*

Engineers' Report for the year ended 31st March 1900.

### SOUTH BREAKWATER.

During the past year the Breakwater was extended 128 lineal feet.

The following are the chief items of work executed in connection with the above extension :—

Rubble deposited in foundation mound - -	19,849 tons
Levelling surface of mound for founding superstructure - - - - -	835 superficial yards
Levelling surface of berm to receive blockwork apron - - - - -	367 "
Concrete in mass - - - - -	302 cubic yards
Do. in blockwork - - - - -	13,537 "
Do. blockwork in apron - - - - -	606 "
Granite ashlar in facework - - - - -	26,468 cubic feet
Do. other than in blocks - - - - -	537 "
Permanent way laid - - - - -	105 lineal yards

To permit the lowering of the foundations, 609 tons of surplus rubble were removed by divers.

### BARGE HARBOUR.

A retaining wall, 250 feet in length, to prevent the washing down of the rubble slope by waves coming over the Breakwater, was constructed. The principal items of work executed were as follows :—

Concrete	-	-	-	-	-	-	-	-	145 cubic yards
Granite ashlar facework	-	-	-	-	-	-	-	-	3,889 cubic feet
Do. in coping	-	-	-	-	-	-	-	-	507 "
Do. in steps	-	-	-	-	-	-	-	-	77 "

### NEW RESERVOIR AT STERLING HILL.

Owing to the withdrawal of prison guards for service in South Africa, and also to the small number of convicts available, this work has been greatly delayed.

7,883 cubic yards of earth were excavated, and 155 lineal yards of stoneware pipes were laid.

The railway, workyard, plant, and buildings were properly maintained.

The daily average number of men and horses employed on the works during the past year was as follows :—

Free men	-	-	-	-	-	-	-	-	-	144
Convicts	-	-	-	-	-	-	-	-	-	175
Warders and Guards	-	-	-	-	-	-	-	-	-	31
Horse	-	-	-	-	-	-	-	-	-	1

### PROGRESS DRAWING.

The accompanying drawing shows, as far as practicable, the progress made with the Breakwater during the year.

(signed) *Coode, Son and Matthews,*  
Engineers in Chief.

### PETERHEAD HARBOUR.

MEMORANDUM by the Director of Works of the Navy on Messrs. COODE, SON and MATTHEWS' Report for the financial year 1899-1900.

1. In compliance with Treasury Letter of the 3rd April, 1888, I forward the Report of the Engineers in Chief on the Works executed during the financial year ended 31st March, 1900.

2. The Report shows that good progress was made with South Breakwater. The progress made during the last seven years is as follows :—

1893-94	-	-	105 feet and 40 feet of foundations prepared in addition.		
1894-95	-	-	90 " " 66 " ditto ditto		
1895-96	-	-	112½ " " 60 " ditto ditto		
1896-97	-	-	105 " " 45 " to low water level.		
1897-98	-	-	90 " " 34 " to 10·7½ feet below low water.		
1898-99	-	-	112½ " " 1,071 tons of surplus rubble removed by divers in consequence of lowering level of superstructure 13 feet		
1899-1900	-	-	128 " " 609 tons ditto ditto		

3. Steady progress is being made with the rubble mound which must be allowed to settle before the blockwork superstructure is placed on it.

4. The railway, workyard, plant, and buildings have been properly maintained.

5. At the Barge Harbour a retaining wall was constructed 250 feet in length to prevent the washing down of the rubble slope by waves coming over the Breakwater.

6. Owing to withdrawal of prison guards for service in South Africa, and also to the small number of convicts available, a new storage reservoir which is being constructed at Stirling Hill in connection with the works has been greatly delayed.

7. The average number of convicts employed during the year has been 175 as against 211 shown in previous year's report. It was originally contemplated that 500 convicts would be available daily. The average number during the last six years has been 220, the numbers being :—

1894-95	-	-	-	-	-	-	229
1895-96	-	-	-	-	-	-	241
1896-97	-	-	-	-	-	-	237
1897-98	-	-	-	-	-	-	226
1898-99	-	-	-	-	-	-	211
1899-1900	-	-	-	-	-	-	175

8. The annual report of the Surveyors has been received, with measurements and valuation of the work done on the basis of Sir John Coode's original estimate *plus* a percentage, as mentioned in my memorandum on the report of Messrs. Coode, Son and Matthews, 1897-98, to cover the estimated increased cost of 160,000*l.* due to the dearth of convicts and consequent greater cost of labour.

The following extracts are made from the Surveyors' Report :—

" Permanent work has been done to the Breakwater and Barge Harbour, and material prepared during the year, which we value at 25,302*l.* 18*s.* 11*d.*

" The cost as per Engineers' returns is 18,013*l.* 12*s.*

" Our valuation of the permanent work at the Breakwater is more by 7,289*l.* 6*s.* 11*d.* than the cost as set forth by the Engineers.

" The value of the material on the ground at the 31st March, 1899, was 15,502*l.* 16*s.* 5*d.*

" The value of the material on the ground at the 31st March, 1900, was 13,789*l.* 10*s.* 11*d.*

" The decision to lower two courses the foundation of the 'Breakwater' beyond the Rock, approved by Treasury, 10th August, 1897, necessitated the removal of a portion of the rubble mound already tipped. This removal had to be done by divers. Our valuation of this work is 456*l.* 15*s.*

" Some of the concrete blocks were washed away during the storms of last winter; we value the reinstatement of these at 1,398*l.* 16*s.*"

The Surveyors do not anticipate any excess on the revised total estimate.

Although the Surveyors' Report shows that permanent work during the year was carried out considerably under the revised estimate, leaving a substantial reserve for unforeseen contingencies, it must be borne in mind, as pointed out in my memoranda for the two past years, that the difficulties and risks become greater as the work proceeds into deeper water; it seems prebable that damage by storms will also increase as the structure advances farther across the bay.

(signed) *E. Raban,*

Director of Works.



GENERAL  
UNIV.  
OCT 24

# RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD OF TRADE,  
for the Year ended 31st March 1899; together with an ACCOUNT of the  
Receipt and Issue of STORES.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

*Ordered, by The House of Commons, to be Printed,  
30 January 1900.*

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## ROYAL HARBOUR OF RAMSGATE.

## STATEMENT of the INCOME and EXPENDITURE of the BOARD OF TRADE, for the Year ended 31st March 1899.

R E C E I P T S.	STOCK (2½ % Consols).	CASH.	P A Y M E N T S.	STOCK (2½ % Consols).	CASH.
Balance on 1st April 1897 - - - - -	£. s. d. 88,283 2 1	£. s. d. 4,116 1 6	Cost of 8 new Hopper Barges - - - Less charged in previous year's account	£. s. d. - - - 7,111 - - 6,511 - -	£. s. d. - - - 600 - -
Income from Harbour Dues, &c.:			Compensation for damage by Hopper Barge	- - -	5 - -
Towage and Salvage Services - - - - -	- - -	401 11 6	Cost of Maintenance:		
On Tonnage of Ships, Wharfage, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - -	- - -	6,361 16 3	Materials, Stores, and Tradesmen's Bills	- - -	1,860 2 4
Income from Rent of Houses, &c. - - - - -	- - -	1,385 4 -	Wages of Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers - - -	- - -	3,868 19 6
Interest on Securities - - - - -	- - -	2,290 5 4	Salaries and Allowances to Harbour Master, Engineer, Collector of Dues, &c. - - - - -	- - -	1,025 10 0
			Gas, Water, Stationery, Office Expenses, and Incidentals	- - -	315 13 9
			Superannuation Allowances (including Gratuity of £42.)	- - -	161 8 8
			Exchequer and Audit Department for Audit of Accounts for 1896-97 - - - - -	- - -	67 - -
Amount transferred from the Mercantile Marine Fund for Steam Tug and Lifeboat Services in the Year 1898-99 - - - - -	£. s. d. - - - 100 - -		Balance on 31st March 1899, as under	88,283 2 1	7,903 14 3
Contribution from the Mercantile Marine Fund towards Maintenance of the Lifeboat for the Year 1898-99 - - - - -	- - - 23 - -	123 - -	Paymaster General (adjusted for trans- fers and outstanding Orders) - - -	- - -	6,774 6 4
			Balances on Sub-Accounts - - -	- - -	5 7 10
				6,774 6 4	
£.	88,283 2 1	14,678 - 7	£.	88,283 2 1	14,678 - 7

RECEIPTS AND ISSUES FOR THE YEAR ENDED 31st MARCH 1899.

RECEIPTS.		ISSUES.	
	CASH.		CASH.
	£. s. d.		£. s. d.
Balance remaining in Store on 1st April 1898	- - -	Cost of Stores issued	- - -
	687 11 10		1,084 15 4
Cost of Articles received into Store	- - -	Balance remaining in Store, 31st March 1899	- - -
	1,171 1 10		773 13 4
	£. 1,858 13 8		£. 1,858 13 8

Board of Trade, }  
30 November 1899. }

Cosmo Monkhouse,  
Assistant Secretary.

Exchequer and Audit Department, Somerset House, London, W.C.

I HEREBY certify that the Statement of the Account of Cosmo Monkhouse, Esq., in respect of the Royal Harbour of Ramsgate, from 1st April 1898 to 31st March 1899, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

Charge	- - - - -	£. 14,678 0 7
Discharge	- - - - -	7,903 14 3

and that on the said Account the Accounting Officer is indebted in the sum of Six Thousand Seven Hundred and Seventy four pounds Six shillings and Four pence.

Given under my hand, this 17th day of January 1900.

Richard Mills,  
Comptroller and Auditor General.

## ROYAL HARBOUR OF RAMSGATE.

## STATEMENT of the INCOME and EXPENDITURE of the BOARD OF TRADE, for the Year ended 31st March 1899.

R E C E I P T S.	STOCK (2½ % Consols).	CASH.	P A Y M E N T S.	STOCK (2½ % Consols).	CASH.
Balance on 1st April 1897 - - - - -	£. s. d. 88,283 2 1	£. s. d. 4,116 1 6	Cost of 3 new Hopper Barges - - - Less charged in previous year's account 7,111 - - 6,511 - -	£. s. d. - - -	£. s. d. - - -
Income from Harbour Dues, &c.:			Compensation for damage by Hopper Barge - - -	- - -	5 - -
Towage and Salvage Services - - - - -	- - -	401 11 6	Cost of Maintenance:	- - -	- - -
On Tonnage of Ships, Wharfage, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - -	- - -	6,361 16 3	Materials, Stores, and Tradesmen's Bills - - -	- - -	1,860 2 4
Income from Rent of Houses, &c. - - - - -	- - -	1,385 4 -	Wages of Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers - - -	- - -	3,868 19 6
Interest on Securities - - - - -	- - -	2,290 5 4	Salaries and Allowances to Harbour Master, Engineer, Collector of Dues, &c. - - -	- - -	1,025 10 0
			Gas, Water, Stationery, Office Expenses, and Incidentals - - -	- - -	315 13 9
			Superannuation Allowances (including Gratuity of £42.) - - -	- - -	161 8 8
			Exchequer and Audit Department for Audit of Accounts for 1896-97 - - -	- - -	67 - -
Amount transferred from the Mercantile Marine Fund for Steam Tug and Lifeboat Services in the Year 1898-99 - - - - -	£. s. d. 100 - -		Balance on 31st March 1899, as under	88,283 2 1	7,903 14 3
Contribution from the Mercantile Marine Fund towards Maintenance of the Lifeboat for the Year 1898-99 - - - - -	23 - -		Paymaster General (adjusted for trans- fers and outstanding Orders) - - -	- - -	6,774 6 4
			Balances on Sub-Accounts - - -	- - -	- - -
		123 - -	6,774 6 4	- - -	- - -
£.	88,283 2 1	14,678 - 7	£.	88,283 2 1	14,678 - 7

R E C E I P T S.		I S S U E S.		CASH.	
				£. s. d.	£. s. d.
Balance remaining in Store on 1st April 1898				687 11 10	1,084 15 4
		Cost of Stores issued		- - -	-
Cost of Articles received into Store		Balance remaining in Store, 31st March 1899		1,171 1 10	778 13 4
				£. 1,858 13 8	£. 1,858 13 8

Board of Trade, }  
30 November 1899. }

Cosmo Monkhouse,  
Assistant Secretary.

Exchequer and Audit Department, Somerset House, London, W.C.

I HEREBY certify that the Statement of the Account of Cosmo Monkhouse, Esq., in respect of the Royal Harbour of Ramsgate, from 1st April 1898 to 31st March 1899, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

Charge	- - - - -	£. 14,678 0 7
Discharge	- - - - -	7,903 14 3

and that on the said Account the Accounting Officer is indebted in the sum of Six Thousand Seven Hundred and Seventy four pounds Six shillings and Four pence.

Given under my hand, this 17th day of January 1900.

Richard Mills,  
Comptroller and Auditor General.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS  
made by the BOARD OF TRADE, for the Year  
ended 31 March 1899; together with an  
ACCOUNT of the Receipt and Issue of STORES.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 38.)

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*Ordered, by The House of Commons, to be Printed,  
30 January 1900.*

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[Price  $\frac{1}{2}$ d.]

# HARBOUR, &c. BILLS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 28 April 1900;—for,

COPY “ of the REPORT of the Board of Trade on the MARGATE CORPORATION  
BILL.” [H.L.]

---

1900.

## REPORT OF THE BOARD OF TRADE.

---

### MARGATE CORPORATION BILL. [H.L.]

---

By Clause 53 of this Bill it is proposed that the limits of the pier and harbour jurisdiction of the Corporation, and the power to levy rates, shall comprise the pier and harbour and the area below high water mark lying within two hundred yards from any part of those works, or from any part of the borough of Margate.

Although the Margate Pier and Harbour Company—whose undertaking is proposed to be taken over by the Corporation—possess similar powers under an Act of 1812, it would appear to be inconsistent with the spirit of modern legislation to allow Harbour jurisdiction, including the power to levy rates, to extend along the whole sea frontage of the borough, over 3 miles in length.

By Clause 124 it is proposed to authorise the application of the pier and harbour revenue in payment, *inter alia*, of loans for promenades and sea defence works, and the transfer of the surplus revenue to the district fund. This proposal also appears to be at variance with the general spirit of modern legislation, which is that dues levied upon ships and goods carried in ships should be applied to shipping purposes and to no other purposes.

To these points the Board of Trade desire to draw the attention of Parliament.

Board of Trade, }  
26 April 1900. }

COURTENAY BOYLE.

H A R B O U R, &c. B I L L S.

1900.

Copy of the Report of the Board of Trade, on  
the MARGATE CORPORATION BILL. [H.L.]

(*Mr. Ritchie.*)

---

*Ordered, by The House of Commons, to be Printed,  
26 April, 1900.*

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90, West Nile-street, Glasgow; or  
HODGES, FRODIP, & Co., LIMITED, 104, Grafton-street, Dublin.

[*Price 4d.*]

RETURN to an Order of the Honourable The House of Commons,  
dated 20 March 1900 ;—for,

COPY of the "REPORT of the Board of Trade on the NORTH BRITISH  
RAILWAY BILL." [H.L.]

---

1900.

---

REPORT OF THE BOARD OF TRADE.

---

NORTH BRITISH RAILWAY BILL. [H.L.]

By this Bill it is proposed to transfer to the North British Railway Company the Harbour of Borrowstounness.

The Harbour of Borrowstounness is at present managed by a body of Commissioners, half of whom are nominated by the Borrowstounness Burgh Commissioners, and the remaining half by the North British Railway Company.

The general subject of the acquisition of docks and harbours by Railway Companies is discussed in the Report of the Joint Select Committee of the House of Lords and the House of Commons on Railway Companies' Amalgamation, 1872.

At page 19 of the Report, under the head "Competition by Sea," reference is made to the effects that might arise to the public from docks becoming the properties of Railway Companies, and thereby obtaining both a port and the railways leading to it, as well as the whole of a certain description of traffic by sea as well as by land.

The remedial measures proposed by the Joint Select Committee will be found at page 50 of their Report, amongst which are the following :—

"Effectual competition by sea exists, and ought to be guarded by preventing Railway Companies from obtaining control over public harbours."

To this Report the Board of Trade desire to draw the attention of Parliament.

Board of Trade, )  
20 March 1900. }

COURTENAY BOYLE.

---

HARBOUR, &c. BILLS.

1900.

COPY of the Report of the Board of Trade on  
the NORTH BRITISH RAILWAY BILL. [H.L.]

(*Mr. Ritchie.*)

---

*Ordered, by The House of Commons, to be Printed,*  
*20 March 1900.*

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JOHN MENZIES & Co, 12, Hanover-street, Edinburgh, and  
90, West Nile-street, Glasgow; or  
HODGES, FIGGIS, & Co, LIMITED, 104, Grafton-street, Dublin.

[*Price 3d.*]

# H A R B O U R, &c. B I L L S.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 2 April 1900 ;—*for*,

COPY of the "REPORT of the Board of Trade on the NORTH EASTERN  
RAILWAY BILL. [H.L.]"

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## REPORT OF THE BOARD OF TRADE.

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### NORTH EASTERN RAILWAY BILL. [H.L.]

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By this Bill it is proposed, *inter alia*, to empower the North Eastern Railway Company to acquire certain lands on the south side of the Hull and Selby Railway, between the Hessle Gas Works and the Hessle West Junction Signal Box on the said Railway.

These lands include a tract of foreshore of the River Humber below high-water mark, extending out to the Humber Conservancy line ; but the Bill does not disclose the exact object for which this River frontage is required.

This area is at present frequented by the public for purposes of recreation, being one of the few places in the immediate vicinity of Hull where the public can get to the river side, and the Board submit for the consideration of Parliament that the provision enabling the Railway Company to acquire this land should be considered with regard to the above-mentioned facts and to the question whether it can be shown that the land is required for the construction of some work for which a site cannot be obtained conveniently elsewhere and for which river access is necessary.

Board of Trade, }  
April 1900. }

COURTENAY BOYLE.

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HARBOUR, &c. BILLS.

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1900.

REPORT OF THE BOARD OF TRADE.

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NORTH EASTERN RAILWAY BILL.

[H.L.]

(Mr. Ritchie.)

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*Ordered, by The House of Commons, to be Printed,  
2 April 1900.*

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RETURN to an Order of the Honourable The House of Commons,  
dated 20 March 1900 ;—for,

COPY of the “REPORT of the Board of Trade on the SOUTHPORT AND  
LYTHAM TRAMROAD BILL.”

1900.

REPORT OF THE BOARD OF TRADE.

SOUTHPORT AND LYTHAM TRAMROAD BILL.

By this Bill it is proposed to empower the Southport and District Tramroad Company to construct tramroads across the Estuary of the River Ribble between Dib Road, Hesketh, and a point near Guides Lane, Warton, together with a conveyor bridge across the navigable channel of the River Ribble, opposite Warton.

The Board of Trade have received from the Corporation of Preston, who are the Conservators of the River Ribble, a communication urging objections to the proposed scheme. This document is printed as an Appendix hereto, and the Board submit that it deserves the serious consideration of Parliament.

The Board desire to draw the attention of Parliament to the following extract from the final Report of the Ribble Navigation Commission appointed in pursuance of the Preston Corporation (Ribble Navigation) Act, 1889, to inquire, inter alia, into the practicability of providing a navigable waterway between Preston and the sea :—

Final Report (page 16).

“Accretion—Before leaving, however, this part of our Report we must emphasize our view, that the formation and maintenance of a navigable channel to the sea, and no less the preservation of the subsidiary water-ways to Southport and St. Anne’s, depends on the tidal capacity of the estuary being left as far as possible unimpaired. Artificial accretion is still being carried on. If there is any authority in existence which has power to stop such accreting, that authority should at once be put in motion; if there is no such authority, the necessary powers for that purpose should, if possible, be obtained. We regard the conservation of the estuary as a vital point; and artificial accretion, if allowed to continue, will seriously affect our conclusions by altering the premises on which they are based.”

Since the issue of that Report in 1891 the Board have always declined to give their consent to any works or operations which they considered might lead to accretion and thus diminish the tidal capacity of the estuary, and they view with apprehension the result which might follow the construction of the proposed Tramroad No. 3 across the sands on the southern side of the estuary.

The proposed conveyor bridge across the navigable channel of the Ribble leading to Preston will, according to the deposited plans, have a headway under the overhead fixed girder of 130 feet above high water, and the Board are advised that the insufficient height of this girder, and the method of working the bridge by a suspended conveyor car will be detrimental to navigation to and from the docks at Preston.

Further, the risk of works in the estuary being commenced and not completed, or owing to want of funds, or other causes, being abandoned or suffered to become derelict, should, in the opinion of the Board of Trade, be guarded against.

Board of Trade, }  
20 March 1900. }

COURTENAY BOYLE.

## APPENDIX.

### RIBBLE NAVIGATION.

#### SOUTHPORT AND LYTHAM TRAMROAD BILL.

SIR,

Town Hall, Preston,  
29th January 1900.

IN reply to your letter of the 1st instant I beg to submit the following observations of this Corporation with regard to the above Bill :—

Last session a like Bill was promoted for an Act to authorise the construction of tramroads, tramways, and a bridge between Southport and Lytham, which it will be remembered the Corporation strenuously opposed as regarded so much thereof as comprised the crossing of the estuary of the River Ribble, that is, where it left the enclosed lands by Crossens Pool of the Hesketh and Scarisbrick estates respectively, and proceeded across the foreshore to the southern training wall of the river, and then by means of a girder bridge, having a suspended conveyor car, crossed the channel of the river near Lytham Dock. The result of the Corporation's opposition, supported by an adverse report from your Board, was, that this portion of the Bill was thrown out in the First House, the House of Lords, but the portion of the Bill relating to a tramway along the Hesketh Estate Embankment, terminating by the Crossens sewage outfall, was passed.

The present Bill is a continuation of this last-mentioned tramway with a view of repeating the attempt to cross the Ribble with the same class of bridge, and to accomplish this in such a way as to minimise the Corporation's opposition, which was in the last session in its salient feature of a twofold character, viz. :—the reduction of tidal area by accretion from the works crossing the foreshore, and the injury to the port by the crossing of the channel,—the promoters extend the authorised tramway from Crossens outfall along the inside foot of the Scarisbrick embankment, over the Hundred End Gutter and on to the embankment of Sir Geo. Fermor Hesketh, from the seaward end of which they carry their line on open ironwork supports like a pier, and thence across the river by the girder bridge and suspended conveyor car as in the previous Bill proposed, which bridge terminates on the sands north of the northern side of the channel in Warton, and the tramroad is continued over the sands to the land there on similar open ironwork supports, and thence the tramway extends into Lytham in the ordinary mode.

The crossing of the river so much further up than the point selected in last session's Bill undoubtedly materially attains its object, viz. :—of minimising the strong case as to the accretion and reduction of tidal area the Corporation were able to present last session, and the mode of construction by open ironwork supports is with the same object. How your Board on the question of reduction of tidal area may view the proposition remains to be seen in view of their objection some few years ago to anything artificial tending to enclosing the Longton Marsh, which is on the same side of the river, but still further up.

Now as to the proposed height of the girder over the channel the plans of the last session showed 103 feet above ordinary springs, the plans of the present session give 130 feet, thereabouts. The Corporation, by their evidence of Mr. Fowler (the resident engineer of the Ribble), when asked in cross-examination, named 200 feet as a necessity, and this is the height that is needed, calculated from the height of the equinoctial springs to the underside of the girder, such height being needed to ensure free passage to the port.

But then there is substantially discounting this height the suspended car. This in itself is a serious detriment to the interests of the navigation, and to minimise this, were the construction sanctioned, the user of it must be prohibited during tide time as the navigation is necessarily tidal.

Assuming, however, this prohibition, accidents with the best mechanical arrangements and utmost care happen, and were a stoppage to occur or breakdown during the passage across of this car, the port would be closed, and the trade more or less permanently injured, and there would be a great probability of the Corporation being subjected to actions, and may be, cast in damages, on the ground of inviting to user of the port by reason of the notices and information of the port published in like manner that other port authorities do and of course issue, and the taking of tolls.

In view of this risk to the Corporation and to their port, crossing over the river should be restricted to the ordinary railway bridge at a height of some 200 feet above equinoctial springs unless the promoters could very clearly demonstrate the impossibility on financial grounds.

Apart from this aspect of it too, the promoters should be compelled to demonstrate the financial success of the scheme, as otherwise the navigation may very injuriously be affected by having an obstruction permanently left in its area.

The proposed tramway is not for commercial purposes, strictly speaking, it is merely promoted for excursion traffic and pleasure seekers.

It is inevitable that this bridge will be deemed an impediment if not a danger to the navigation by traders and captains, who will readily divert their trade again to either Fleetwood on the north or Liverpool on the south, and the useful and increasing competition of the port of Preston with these and other ports will be greatly handicapped, and there will be a resulting increase of freightage to the injury of the trade of the port.

Many of the ships which frequent the port are sailing ships with masts much higher than the permanent girder of the proposed bridge, and such ships could only enter the channel by striking their topgallant masts and yards, an operation which in the circumstances would be most difficult and risky, and be a further cause of injury to the trade of the port, and such an operation would also create a further delay for such purpose, and would often be the cause of vessels losing their tide, and as the ocean-going trade to Preston can only be carried on about five days every fortnight, the loss of a tide would be a serious matter.

The operation of the lowering of masts and yards cannot in this case be viewed from an ordinary aspect, but it is governed by the geographical position of the port with sandbanks stretching miles to leeward with westerly winds prevailing and a tidal navigation.

The proposed works are exposed to heavy seas and gales of wind; the services of trams will therefore be variable, and during heavy weather must be discontinued; the bridge and cradle, from their weight and exposure, will be liable to get out of working order, and will be dangerous to passengers as well as to the traffic of the port.

As the evidence last session discloses the promoters named in that Bill were not finding the necessary capital, and the fact is, that this Company is merely a speculative Company founded to hawk the Bill when it becomes an Act about the market for its powers and benefits, and an important navigation with an established and increasing trade to obtain which upwards of a million and a half have been expended is to be jeopardised for the sake of company promoters.

As to the lighting under CLAUSES 8 and 9, the Corporation should have control or be consulted.

CLAUSE 36 (pier limits) and CLAUSE 37 (as to the mooring of vessels) are most objectionable.

CLAUSE 38 is ambiguous and possibly objectionable.

CLAUSE 39 of course cannot for a moment be accepted, nor CLAUSE 40.

These Clauses are encroaching upon the jurisdiction of the Corporation, and transferring of authority over any part of the navigable channel and foreshore from the Corporation, whose duty it is to preserve the same, to the promoters who have no interests in the navigation, or to your Board, is most dangerous and vexatious and would be a constant source of trouble.

I am, Sir,

Your obedient Servant,

(Signed) H. HAMER,  
Town Clerk.

The Assistant Secretary,  
(Fisheries and Harbour Department) Board of Trade,  
7, Whitehall Gardens, London, S.W.

1900.

REPORT OF THE BOARD OF TRADE.

SOUTHPORT AND LYTHAM  
TRAMROAD BILL.

(*Mr. Ritchie.*)

*Ordered, by The House of Commons, to be Printed,  
20 March 1900.*

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106.—1.

(PROVISIONAL ORDERS.)

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SESSION 1900.

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REPORT by the BOARD OF TRADE of their PROCEEDINGS under THE GENERAL PIER AND HARBOUR ACT, 1861 (24 & 25 Vict. c. 45), and THE GENERAL PIER AND HARBOUR ACT, 1861, AMENDMENT ACT (25 & 26 Vict. c. 19).

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IN pursuance of the 19th Section of The General Pier and Harbour Act, 1861, the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

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The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors the Board of Trade have made the following regulation, and in the case of all notices given of intention to apply for a Provisional Order under the above Acts the Promoters are required to publish a notice directing attention to the same:—

“ Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be received by them on or before the 20th of January. A copy of such objections must also be sent at the same time to the Promoters; and in forwarding the objections to the Board of Trade the objectors, or their agents, should state that this has been done.”

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. AYR.

The Promoters are the Ayr Promenade Pier and Pavilion Company, Limited, who apply for powers:—

1. To construct a pier (partly solid and partly open) at Ayr 250 yards in length, commencing 150 yards from the junction of Charlotte Street with the Promenade, and proceeding in a westerly direction.
2. To levy rates.
3. To borrow money not exceeding one-third of the paid-up capital.
4. To sell or lease the undertaking.

The estimated cost of the works is 32,500*l*.

Objections have been received from—

1. The Corporation of Ayr.
2. The Ayr Harbour Trustees.

The matter is under consideration.

2. BEXHILL

## 2. BEXHILL.

The Promoters are the Bexhill Urban District Council, who apply for powers :—

1. To construct a pier (open) at Bexhill, 1,380 feet in length, commencing at a point about 93 yards south-west of the coastguard station.
2. To levy rates.
3. To borrow 30,000*l*.
4. To sell or lease the undertaking.
5. To lease the rates.

The estimated cost of the works is 30,000*l*.

Objections have been received from Mr. T. W. Tarbet (on behalf of the Bexhill Promenade and Landing Pier Company, Limited, proposed to be incorporated).

For further remarks see No. 3.

## 3. BEXHILL.

The Promoter is Mr. T. W. Tarbet (on behalf of the Bexhill Promenade and Landing Pier Company, Limited, proposed to be incorporated), who applies for powers :—

1. To construct a pier (open) at Bexhill, 1,400 feet in length, commencing at a point adjoining the existing concrete sea wall and extending in a southerly direction.
2. To levy rates.
3. To sell or lease the undertaking.

The estimated cost of the works is 32,500*l*.

Objections have been received from the Bexhill Urban District Council.

The Board are given to understand that negotiations are in progress for the abandonment of one of the rival undertakings (2 and 3). The Board have therefore postponed the further consideration of these schemes.

## 4. BRIDLINGTON.

The Promoters are the Bridlington Pier and Pavilion Company, Limited, who apply for powers :—

1. To construct a pier (open) at Bridlington, 243 yards in length, extending seawards from a point on the esplanade opposite the Beaconsfield estate.
2. To levy rates.
3. To borrow money not exceeding one-third of the paid-up capital.
4. To sell or lease the undertaking.

The estimated cost of the works is 40,000*l*.

Objections

Objections have been received from

1. The Corporation of Bridlington.
2. The Bridlington Pier and Harbour Commission.

The matter is under consideration.

#### 5. DAWLISH.

The Promoters are the Dawlish Urban District Council, who apply for powers :—

1. To construct a pier (open) at Dawlish, 255 yards in length, extending in a south-easterly direction from the south-east side of the railway viaduct.
2. To levy rates.
3. To borrow such sums as, with the consent of the Local Government Board, may be deemed requisite.
4. To lease the rates.
5. To provide gas and electric lighting apparatus, &c.

The estimated cost of the works is 5,000*l*.

Objections have been received from certain ratepayers of Dawlish and the neighbouring district.

The Board are awaiting the observations of the Local Government Board upon the application, and in the meantime its consideration is suspended.

#### 6. EASTBOURNE.

The Promoters are the Eastbourne Pier Company, Limited, who apply for powers :—

1. To construct an extension and widening (open) of the existing pier at Eastbourne.
2. To levy rates authorised for the existing pier.
3. To sell or lease the undertaking.

The Order is to be read with the Eastbourne Pier Orders of 1864 and 1865.

The estimated cost of the works is 24,000*l*.

Objections have been received from :—

The Corporation of Eastbourne.

The matter is under consideration.

#### 7. FELIXSTOWE.

The Promoters are the Coast Development Company, Limited, who apply for powers :—

1. To construct a pier (open) at Felixstowe, 1,100 yards in length, extending seawards from a point near the old battery.
2. To levy rates.
3. To borrow one-third of the amount of capital expended for the purposes of the Order.
4. To lease the rates.
5. To generate electrical energy and use it for lighting purposes.

#### 4 REPORT BY THE BOARD OF TRADE OF PROCEEDINGS

The estimated cost of the works is 60,000/.

Objections have been received from :—

1. The Q. Tower Land, Limited.
2. Certain residents in Felixstowe.
3. Certain owners and occupiers in Felixstowe.
4. The Harwich Harbour Conservancy Board.
5. The Felixstowe and Walton Urban District Council.

The Board are in communication with the Promoters upon the subject of these objections, and the matter is under consideration.

#### 8. ILFRACOMBE.

The Promoter is Mr. Reginald Joseph Weld, who applies for powers :—

1. To construct a pier (solid or open) at Ilfracombe, 250 yards in length, commencing at the seaward termination of the existing solid portion of Crane Berth.

Also a lighthouse on or near Beacon Point.

2. To borrow such sums as, with outstanding amounts, shall not exceed 100,000/.
3. To sell or lease the undertaking.

The Order is to be read with the Ilfracombe Harbour Orders of 1870, 1873 1897.

No objections to the application have been received, and the matter is under consideration.

#### 9. KILRUSH.

The Promoter is Mr. Hector Stewart Vandeleur, who applies for powers :—

1. To construct a pier (solid) at Kilrush, 360 feet in length, extending in a south-westerly direction from the south-west end of Merchant's Quay.
2. To levy rates.
3. To lease the rates.
4. To borrow 3,000/.
5. To vest the existing pier and quay in the undertakers.

The estimated cost of the works is 1,800/.

Objections have been received from :—

1. The County Council of Clare.
2. The South Clare Railway Company.

An application has also been received from the Kilrush Urban District Council for a local inquiry to be held.

The Board are arranging for such an inquiry, and in the meantime the consideration of the application is suspended.

#### 10. LOWESTOFT.

10. LOWESTOFT.

The Promoters are the Coast Development Company, Limited, who apply for powers :—

1. To construct a pier (open) at Lowestoft, 250 yards in length, extending seawards from the junction of Claremont Road with the sea-front.
2. To levy rates.
3. To lease the rates.
4. To borrow one-third of the capital expended for the purposes of the Order.
5. To provide that the pier shall not be assessed for rates for five years, or until a dividend of 5 per cent. is paid.

The estimated cost of the works is 50,000/.

No objections to the application have been received, and the matter is under consideration.

11. PENRYN.

The Promoters are the Corporation of Penryn, who apply for powers :—

1. To construct a wharf wall and embankment (solid) at Penryn, 1,340 feet in length, commencing at a point about 250 feet from Messrs. Diplock's Wharf.
2. To levy rates in lieu of existing rates.
3. To borrow 10,000/.
4. To light the harbour by gas or electricity.

The estimated cost of the works is 10,000/.

No objections to the application have been received, but the Board are awaiting the observations of the Local Government Board, and in the meantime the consideration of the matter is suspended.

12. PORTESSIE.

The Promoters are Mr. Alexander Clark and fourteen others, who apply for powers :—

1. To provide for the incorporation of Harbour Commissioners not exceeding fifteen in number.

The first Harbour Commissioners are named in the Order, but their successors are to be elected annually in December by the ratepayers.

2. To empower the Commissioners to construct a pier (solid) 753 feet in length, and a breakwater (solid) 150 feet in length, at Portessie.
3. To empower the Commissioners to levy rates.
4. To empower the Commissioners to borrow 20,000/.

The estimated cost of the works is 13,400/.

No objections to the application have been received, and the matter is under consideration.

13. PWLLHELL.

## 13. PWLLHILI.

The Promoters are the Pwllheli Pier Company, Limited, who apply for powers :—

1. To construct a pier (open) at Pwllheli 200 yards in length, commencing at a point opposite Cardiff Road, and extending in a southerly direction.
2. To levy rates.
3. To borrow money not exceeding one-third of the capital expended for the purposes of the Order.
4. To lease the rates.

The estimated cost of the works is 31,788/.

No objections to the application have been received, and the Board propose to proceed with the Order.

Board of Trade, }  
28 February 1900. }

COURTENAY BOYLE.

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PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1900.

REPORT by the BOARD of TRADE of their  
PROCEEDINGS under THE GENERAL PIER and  
HARBOUR ACT, 1861 (24 & 25 Vict. c. 45), and  
THE GENERAL PIER and HARBOUR ACT, 1861,  
AMENDMENT ACT (25 & 26 Vict. c. 19).

*(Presented Pursuant to section 19 of the General Pier and  
Harbour Act, 1861 (24 & 25 Vict. c. 45).)*

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*(Ordered, by The House of Commons, to be Printed,  
28 February 1900.*

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[*Price 1d.*]

## KILRUSH PIER (PROPOSED PROVISIONAL ORDER).

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RETURN to an Order of the Honourable The House of Commons,  
dated 3 July 1900;—for,

COPY "of the REPORT made to the BOARD OF TRADE on the subject of an INQUIRY held by the BOARD OF TRADE at the COURT HOUSE, KILRUSH, on the 27th day of April, 1900, relative to a PROVISIONAL ORDER applied for by Mr. Vandeleur on the subject of KILRUSH PIER, which PROVISIONAL ORDER has been refused."

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### INQUIRY INTO PROVISIONAL ORDER FOR KILRUSH PIER.

*Captain Hector B. Vandeleur, Promoter.*

SIR,

May 5, 1900.

I HAVE the honour to report that, in accordance with directions from Sir Courtenay Boyle (on H. 2053.00), I held an Inquiry at the Court House, Kilrush, at 10.30 a.m. on the 27th April last.

The date and place of Inquiry were duly advertised in the local papers and full notice given.

Captain Vandeleur was represented by Mr. Phelps, barrister of Limerick, the Kilrush Urban District Council by Mr. P. Lynch, and the South Clare Railway Company by Mr. Murphy. The Clare District Council acted with the Kilrush Council, and were not separately represented.

The application was for the extension of the existing Merchants Quay at Kilrush so as to form a continuous wharfage as far as what is known as the Customs Quay, and to vest the entire wharfage in Captain Vandeleur, and also to grant dues on the work as a whole.

The proposal was strongly opposed by the District Council and by the Railway Company.

The predecessors of Captain Vandeleur, about the time of the Irish Famine, 1846 to 1850, with the assistance of the Board of Works, expended some 800*l.* on the construction of the Merchants Quay, but it was not clearly proved if the Board gave a grant of 600*l.* towards this sum, or if it was only an advance on loan, but apparently it was the latter. The then owner, Colonel Vandeleur, charged dues on a schedule of his own; and dues were paid, apparently without dispute, for many years. The first vessel to use the works was the schooner "Confidence" on October 14th, 1848.

Dredging has been done from time to time to a small extent, and the total cost of the works is stated to have been 1,200*l.*

In 1891 the South Clare Railway was opened, and certain powers of acquisition and of way-rights were granted by Parliament. Acting under these powers, the Company placed rails on the Merchants Quay, a proceeding strongly resisted by Mr. Taylor, to whom Colonel Vandeleur had subleased the wharf and tolls, but force was used and the rails were laid. It was not contended that the Railway Company ever paid a compensation for way-rights, nor that they paid dues except for wharfage dues on landing cargo. The schedule of dues was from time to time revised and was last adjusted in 1896.

Messrs. Glyn, of Kilrush, large Flour Merchants, however, objected to certain increases in the dues, chiefly in regard to dues on steamers. They had

objected to quayage dues in 1894, and in 1898 the dispute resulted in legal proceedings, at the close of which Mr. Justice Andrews decided that Captain Vandeleur was entitled to quay dues (copy of judgment attached), and in consequence of this decision the South Clare Railway now pay quay dues, but not other dues.

The usual appliances for a trading wharf receiving dues are lacking. There are no harbour lights, no quay or road lights, no cranes, weighing machines, sheds, warehouses or storage of any sort, and the quay is thus without any of the usual facilities that compensate for the charging of dues on shipping.

Many vessels trading in the vicinity draw 12 feet of water, but at present there is only 11 feet water at spring tides here and only 5 feet at high water neap tides. It was however stated that vessels of 12 feet draught managed sometimes to get in on a high tide.

An unanimous opinion was expressed by all the witnesses that dredging was an absolute necessity for the port, and that without dredging any extension of the present wharf was comparatively useless.

The Customs Pier, to which it is proposed to extend and to join the Merchants Quay, is under a 999 years lease to Messrs. Russell, of Limerick, and has a clause stipulating that no extension of the Merchants Quay shall approach nearer than 50 yards of the Customs Quay. It was stated on behalf of Captain Vandeleur that this clause had been surrendered, but nothing was produced in the way of evidence to prove this statement.

The present average gross profit of the existing wharf appears to be about 100% per annum, the earnings being about 200%.

For the Opponents it was contended that no consent as required by sec. 25 of the Piers and Harbours Amendment Act (25 Vic. cap. 19), had been given either by the District Council in regard to right of way, or by the Railway Company in regard to their interests, and that the Order, if granted, would prejudice them adversely to sec. 14, Piers and Harbours Act (24 & 25 Vic. cap. 45).

They urge that the sum proposed to be spent will not provide reasonable access or proper facilities for shipping, while on the other hand dues will be established under Parliamentary authority, and will thus be legalised.

They also urge that the ratepayers, who are already heavily charged for the South Clare Railway, are very desirous of establishing a good port here, in which they will be assisted by the railway, and of providing such facilities by wharfage and dredging as will stimulate the trade, and thereby ease their rating burdens considerably.

They point out that the neighbouring pier at Cappa is already in the hands of the District Council, and that they would, if the Merchant Quay and new work was within their control, work them in conjunction and to the benefit of all ratepayers. Only one witness was called in favour of the Order, Mr. Mahoney, and even he strongly advocated extensive dredging.

A large number of witnesses were against the scheme, and among them Mr. O'Brien, Chairman of the Urban District Council, who stated the Council were anxious and ready to prepare a complete scheme, and to meet the large expenditure required for developing the harbour properly.

The question of title was opened, but this I declined to deal with. Captain Vandeleur, however, acknowledges that the site is Crown property (Woods and Forests), and is prepared to take a lease of it without dispute, although there are ancient charters and grants in his family which give grounds for dispute if the question of title has to be legally dealt with by the Courts.

The proposed extension would enclose a considerable area of tidal land, and this matter has not been considered fully in preparing the scheme. Either party would, however, be willing to take a Crown lease over it.

I submit the following objections to granting the Order, which require considerable re-drafting, especially in those items that confer a retrospective title on Captain Vandeleur :—

- 1st. The Order as at present drafted confirms a claim to an ownership which is doubtful and disputed, and which, by agreement, carries with it certain dues, now in abeyance and under dispute.
- 2nd. The proposed works are insufficient for their purpose, and do not afford navigational facilities of a nature to compensate shipping for paying dues.
- 3rd. No specific dredging operations are defined, nor are the lighting, crannage and warehousing appliances specified, and apparently none are intended.
- 4th. No consent of Messrs. Russell to breach of their lease was produced or proved.
- 5th. No provision has been made for dealing with the slob land that will be enclosed by the extension.
- 6th. The desire of the District Council and Railway Company to develop the port in an efficient manner for the general benefit of the locality and the ratepayers. Local opinion, as far as I could see at the Inquiry, was strongly in favour of the Council. Captain Vandeleur states he is perfectly willing to accept compensation for Merchants Quay and to relinquish the scheme to them if they desire it.
- 7th. The failure of the Promoter to comply with sections 24, 25 of the Piers and Harbours Act, 24 & 25 Vict. c. 45, and section 25 of the Amendment Act, 25 Vict. c. 19. These consents are absolutely refused, and if the rights are sustainable, as they appear to me to be, this defect would in itself stop the Order proceeding.

I therefore submit that, in these circumstances, the Board should decline to proceed with the Order applied for by Captain Vandeleur, and refuse his application.

I have the honour to be, Sir,  
Your obedient Servant,

(Signed) FOLEY C. P. VEREKER,  
Captain R.N., A.I.C.E., and Professional  
Officer.

The Assistant Secretary,  
Fisheries and Harbour Department.

Board of Trade, }  
3 July 1900. }

T. H. W. Pelham,  
Assistant Secretary.

KILRUSH PIER (PROPOSED  
PROVISIONAL ORDER).

---

COPY of the Report made to the Board of Trade on the subject of an Inquiry held by the Board of Trade at the Court House, KILRUSH, on the 27th day of April, 1900, relative to a Provisional Order applied for by Mr. Vandeleur on the subject of KILRUSH Pier, which Provisional Order has been refused.

(Major Jameson.)

---

*Ordered, by The House of Commons, to be Printed,  
4 July 1900.*

---

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## PIER AND HARBOUR PROVISIONAL ORDERS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 28 May 1900 ;—for,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained in  
the PROVISIONAL ORDERS included in the PIER AND HARBOUR ORDERS  
CONFIRMATION (No. 1) BILL."

---

Board of Trade, }  
28 May 1900. }

COURTENAY BOYLE.

---

MEMORANDUM stating the Nature of the PROPOSALS contained in the  
PROVISIONAL ORDERS included in the PIER AND HARBOUR ORDERS  
CONFIRMATION (No. 1) BILL.

---

### EASTBOURNE.

The Order proposes to authorise the Eastbourne Pier Company (Limited) to widen and extend their existing pier and landing stage at Eastbourne, and to levy therefor the rates at present authorised for the pier.

### ILFRACOMBE.

The Order proposes to authorise the Undertakers of the Ilfracombe Harbour Order, 1897, to construct a pier or jetty at Ilfracombe, and a lighthouse on or near Beacon Point, to sell or lease the undertaking, and to borrow (including existing debts) 100,000*l*.

### LOWESTOFT.

The Order proposes to authorise the Coast Development Company (Limited) to construct a pier at Lowestoft, to levy rates of the usual description, to lease the rates, and to borrow one-third of the capital of the Company expended for the purposes of the Order.

### PORTESSIE.

The Order proposes to incorporate the Portessie Harbour Commissioners (fifteen in number), and to authorise them to construct a pier and breakwater at Portessie, to levy rates of the usual description, and to borrow 20,000*l*.

Board of Trade, }  
28 May 1900. }

T. H. W. Pelham.

---

PIER AND HARBOUR PROVISIONAL  
ORDERS.

MEMORANDUM stating the Nature of the  
PROPOSALS contained in the PROVISIONAL  
ORDERS included in the Pier and Harbour  
ORDERS CONFIRMATION (No. 1) BILL.

(*Mr. Ritchie.*)

*Ordered, by The House of Commons, to be Printed.*

28 May 1900.

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# PIER AND HARBOUR PROVISIONAL ORDERS (No. 2) BILL.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 15 June 1900;—for,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained  
in the PROVISIONAL ORDERS included in the PIER and HARBOUR  
PROVISIONAL ORDERS (No. 2) BILL."

---

Board of Trade, }  
15 June 1900. }

COURTENAY BOYLE.

---

MEMORANDUM stating the Nature of the PROPOSALS contained in the  
PROVISIONAL ORDERS included in the PIER and HARBOUR PROVISIONAL  
ORDERS (No. 2) BILL.

---

## AYR.

The Order proposes to authorise the Ayr Promenade Pier and Pavilion Company, Limited, to construct a pier at Ayr, to levy rates of the usual description, to lease the rates, and to borrow one-third of the capital of the Company expended for the purposes of the Order.

## BRIDLINGTON.

The Order proposes to authorise the Bridlington Pier and Pavilion Company, Limited, to construct a pier at Bridlington, to levy rates of the usual description, to lease the rates, and to borrow one-third of the capital of the Company expended for the purposes of the Order.

## FELIXSTOWE.

The Order proposes to authorise the Coast Development Company, Limited, to construct a pier at Felixstowe, to levy rates of the usual description, to lease the rates, and to borrow one-third of the capital of the Company expended for the purposes of the Order.

## PENRYN.

The Order proposes to authorise the Corporation of Penryn to construct a wharf wall or embankment at Penryn, to levy rates for the use of Penryn harbour, and to borrow 10,000*l*.

Board of Trade, }  
15 June 1900. }

T. H. W. Pelham.

---

PIER AND HARBOUR PROVISIONAL ORDERS  
(No. 2) BILL.

---

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR PROVISIONAL ORDERS (No. 2) BILL.

(*Mr. Ritchie.*)

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*Ordered, by The House of Commons, to be Printed,  
18 June 1900.*

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# PIER AND HARBOUR PROVISIONAL ORDERS (No. 2) BILL.

RETURN to an Order of the Honourable The House of Commons,  
dated 26 June 1900;—for,

COPY "of a SPECIAL REPORT by the BOARD OF TRADE on the PIER AND  
HARBOUR PROVISIONAL ORDERS CONFIRMATION (No. 2) BILL."

1900.

SPECIAL REPORT by the BOARD OF TRADE under Section 19 of the General  
Pier and Harbour Act, 1861.

THIS Bill has for its object the confirmation of certain Provisional Orders made under the General Pier and Harbour Act, 1861, by the Board of Trade; among them one authorising the construction of a promenade pier at Felixstowe.

The Board of Trade have received objections to the use of the pier on Sundays for the embarking or disembarking of passengers, or for any trading purposes, but the Board considered that it was not within their province to insert in the Order any provision preventing such use.

They desire, however, to bring the matter to the notice of Parliament, and append a copy of the objections referred to.

Board of Trade, }  
June 1900. }

COURTENAY BOYLE.

## APPENDICES.

(Copy) F. & H. 1478.

To the Secretary (Harbour Department), Board of Trade, Whitehall, London, S.W.  
St. John Baptist Vicarage, Felixstowe, Suffolk,  
19th January 1900.

### FELIXSTOWE PIER ORDER.

SIR,

I SEND, for the consideration of the Board of Trade, a copy of the resolution passed at a public meeting of residents here at Felixstowe last evening. The resolution was passed, only one person dissenting.

I have also sent a copy of the enclosed resolution to the promoters of the Order.

I remain, &c.

(Signed) J. G. MUNDAY,  
Vicar of St. John Baptist, Felixstowe,  
and Chairman of the Meeting.

(Copy) F. & H. 1478.

RESOLUTION passed at a Public Meeting held at the Victoria Hall, Felixstowe,  
on Thursday, 18th January 1900.

THAT this meeting of residents in Felixstowe, hearing that it is contemplated to construct a pier for steamboat and other traffic at Felixstowe, trust that in the Order of the Board of Trade authorising its construction a clause may be inserted providing against the use of the pier on Sundays for the embarking or disembarking of passengers on or from any steamer or other pleasure boat or vessel, or for any trading, so that the present quiet of the Sunday at Felixstowe may not be broken or interfered with.

That the chairman of this meeting be requested to transmit the resolution of this meeting to the Board of Trade, and that he be authorised to appear if necessary in support thereof before the Board of Trade, and either with or without professional assistance.

(Signed) J. G. MUNDAY,  
Chairman of the Meeting.

(Copy) F. & H. 1479.

Felixstowe, 19th January 1900.

The Secretary, Harbour Department, Board of Trade.

**FELIXSTOWE PIER ORDER.**

SIR,

ON behalf of the signatories thereto, I herewith submit a memorial from owners and occupiers of premises to the Board of Trade in opposition to the Order asked for by the Coast Development Company.

I have sent a copy of the memorial to the solicitors to the Order.

I am, &c.  
(Signed) F. B. JENNINGS.

(Copy) F. & H. 1479.

To the Board of Trade.

**FELIXSTOWE PIER ORDER.**

WE, the undersigned owners and occupiers of premises (principally private houses of considerable rateable value) immediately adjacent to and overlooking the site of the proposed Felixstowe pier, and buildings proposed to be erected adjacent thereto, do hereby respectfully submit that the use of the pier by the arrival and departure of steamboats, with the disembarking and embarking of passengers, and the attendant ringing of bells, blowing of steam whistles or syrens, and the centralising a large number of persons, will on Sundays be such a nuisance, and will so interfere with the present quiet enjoyed by us on that day, that we pray your honourable Board to insert in the Order asked for by the promoters (the Coast Development Company) a clause prohibiting, except in case of distress or great emergency, all such traffic to and from the pier on Sundays; or, in the alternative, that the Order be refused.

Felixstowe, 19th January 1900.

Signatures.	Address.
F. B. Jennings - - - - -	"St. George."
Francis A. Brooks, M.D. - - - - -	"St. Felix."
E. J. Clover - - - - -	Princes Road.
E. D. Pyke - - - - -	Suffolk Convalescent Home.
H. L. Mathew - - - - -	Largor House.
G. R., <i>pro</i> Elizabeth Ruffles - - - - -	Tower Hill Cottage.
S. Thomas - - - - -	1, Riby Villas.
W. Baker - - - - -	2, Riby Villas.
Catherine E. Cordy - - - - -	Endsleigh.
Catherine S. Cobbold - - - - -	Undercliff.
Charlotte Abraham - - - - -	Undercliff, The Beach.
T. M. Johnson - - - - -	Haslemere.
E. J. Shelman - - - - -	Rockbury.
E. D. L. Furber - - - - -	Bulls Cliff.
E. H. Woodmancy - - - - -	Nelholme.
Julia Wright - - - - -	Percy House.
James Vinall - - - - -	Kensington House.
P. Malcolm Wright - - - - -	Kensington House.
Kate Thurman - - - - -	2, Granville Villas.
Maria Thurman - - - - -	Derby House.
Emma Dainee - - - - -	Martello House.

(Extract) F. & H. 1519.

EXTRACT from Objections by the Felixstowe and Walton Urban District Council.

3. A clause should be inserted in the proposed Order to the following effect :—" No trade, business, or manufacture shall be carried on, nor shall any concert or other entertainment of any description take place upon the pier, or in or upon any erection thereon, or in or upon any land or premises adjacent or near thereto under the ownership or control of the Company, except with the approval and previous consent in writing of the Felixstowe and Walton Urban District Council under the hand of the clerk to the Council, nor shall any Sunday trading in goods be permitted upon the pier, or in or upon any erection thereon, or in or upon any land or premises adjacent or near thereto under the control or ownership of the Company ; and the Company shall be liable to a penalty not exceeding 20*l.* for every breach of the provisions of this section, and to a penalty not exceeding 10*l.* for every day during which such breach continues after conviction therefor."

See clause 50 of the Lowestoft Promenade Pier Act, 1899.

---

**PIER AND HARBOUR PROVISIONAL  
ORDERS (No. 2) BILL.**

COPY of a SPECIAL REPORT by the BOARD OF  
TRADE on the PIER AND HARBOUR PROVISIONAL  
ORDERS CONFIRMATION (No. 2) BILL.

(*Mr. Ritchie.*)

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*Ordered, by The House of Commons, to be Printed,  
26 June 1900.*

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RETURN.

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# PILOTAGE.

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Presented to the House of Commons, Pursuant  
to an Order of the House.

---

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By Order of the House of Commons,  
JAMES HADEN, Esq., Clerk of the House.

1844.

(Printed by J. D.)



## P I L O T A G E.

ABSTRACT "of RETURNS relating to PILOTS and PILOTAGE in the UNITED KINGDOM (in continuation of Parliamentary Paper, No. 242, of Session I. of 1899)"—[as furnished by the various Pilotage Authorities].

(Year ended 31st December 1899.)

— 1. —

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom :

— 2. —

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not :

— 3. —

Of the Service for which each PILOT or APPRENTICE is licensed :

— 4. —

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage :

— 5. —

Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid ; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots ; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities ; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid :

— 6. —

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

(PRESENTED PURSUANT TO SECTION 585 OF THE MERCHANT SHIPPING ACT, 1894.)

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*Ordered, by The House of Commons, to be Printed,  
10 July 1900.*

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PORT OF ARUNDEL—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				COASTERS.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour (Littlehampton)	-	- -	87	78 14 7½	-	- -	38	46 4 7½	125	124 19 2½
From Sea to Ford and beyond Ford	-	- -	24	23 0 10½	-	- -	1	- 9 11½	25	23 16 10
TOTAL - - -	-	- -	111	102 1 0	-	- -	39	46 14 6½	150	148 16 -½

## (2.)—OUTWARDS.

From Harbour (Littlehampton) to Sea	-	- -	91	82 13 9½	-	- -	38	46 4 7½	129	128 18 4½
From Ford and beyond Ford to Sea	-	- -	15	14 2 2½	-	- -	1	- 9 11½	16	14 12 1½
TOTAL - - -	-	- -	106	96 15 11½	-	- -	39	46 14 6½	145	143 10 6½

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	148 16 -½	By amount paid in respect of pilots -	277 14 1
{ Outward pilotage -	143 10 6½	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	14 12 6
£.	292 6 7	£.	292 6 7

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	392 5 7	By balance carried to next account:	
To amount received as contribution to superannuation and pension fund:		Invested in 2½ per Cent. Consols -	242 11 8
From pilots - - - - -	14 12 6	Amount in Post Office Savings Bank	170 9 4
Interest - - - - -	6 2 11		
£.	413 1 -	£.	413 1 -

19 January 1900.

Richard Holmes, Clerk.

## PORT OF BARRY.

*Pilotage is Free. Limits of District.—See Bye-law 1.*

## BYE-LAWS and RATES of PILOTAGE.

At the Court at Windsor, the 28th day of November, 1899.

Present :—The Queen's most Excellent Majesty in Council.

WHEREAS by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do all or any of the things specified in section 582; but that a bye-law so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council:

And whereas the Barry Pilotage Board, being a pilotage authority within the meaning of the said Act, have made and submitted for the confirmation of Her Majesty certain new bye-laws, as set forth in the schedule hereto annexed, in substitution for the bye-laws hitherto in force:

And whereas the provisions of section 1 of the Rules Publication Act, 1893, have been complied with:

And whereas it has been made to appear to Her Majesty that the proposed new bye-laws are proper and reasonable:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, is pleased to approve of, and doth by this Order confirm, the said bye-laws, as set forth in the schedule hereto annexed, in place of the bye-laws hitherto in force.

A. W. Fitzroy.

## SCHEDULE.

1.—The following shall be the rates to be paid by the shipowners to pilots holding licences from the Barry Board:—

(a.) Every licensed pilot employed in taking a ship or vessel between the Barry Docks and any point in Cardiff Roads or the pilotage port of Barry, or *vice versa*, shall be paid according to the registered tonnage of such vessel, as follows:—

## FOR VESSELS LADEN AND UNLADEN.

If under 60 tons.	If 60 tons and under 100 tons.	If 100 tons and under 150 tons.	If 150 tons and under 200 tons.	If 200 tons and under 250 tons.	If 250 tons and under 300 tons.	If 300 tons and under 400 tons.	If 400 tons and under 500 tons.	If 500 tons and under 600 tons.	If 600 tons and under 800 tons.	If 800 tons and under 1,000 tons.	If 1,000 tons and under 1,300 tons.	If 1,300 tons and under 1,500 tons.	If 1,500 tons and under 1,700 tons.	If 1,700 tons.*
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- 3 4	- 5 -	- 6 8	- 8 4	- 10 -	- 11 8	- 14 -	- 16 8	- 19 4	1 - -	1 3 4	1 13 4	2 - -	2 6 8	2 13 4

\* And 5s. for every additional 100 tons.

(b.) Any ship or vessel to or from the pilotage port of Barry, upon or in the waters of the Bristol Channel between Lundy Island and Kingroad, for which the services of a duly licensed pilot may be required and rendered, shall pay according to the registered tonnage of such vessel, as follows:—

## FOR VESSELS LADEN AND UNLADEN.

	If under 150 tons.	If 150 tons and under 200.	If 200 tons and under 300.	If 300 tons and under 400.	If 400 tons and under 500.	If 500 tons and under 600.	If 600 tons and under 800.	If 800 tons and under 1,000.	If 1,000 tons and under 1,250.	If 1,250 tons and under 1,500.	If 1,500 tons and under 1,750.	If 1,750 tons and under 2,000.	If 2,000 tons and upwards.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Between Barry Port and Nash or King road -	- 10 -	- 11 8	- 13 4	- 16 8	- 18 4	1 - -	1 3 4	1 6 8	1 13 4	2 - -	2 6 8	2 13 4	3 - -
Between Barry Port and Ilfracombe, or any point west of Nash and east of Ilfracombe -	1 - -	1 4 2	1 10 10	1 16 8	2 - 10	2 5 -	2 8 4	3 1 8	3 18 4	4 15 -	5 6 8	5 18 4	6 10 -
Between Barry Port and Lundy Island, or any point west of Ilfracombe	1 15 -	2 1 2	2 10 10	2 16 8	3 - 10	3 10 -	3 15 10	4 16 8	5 3 4	7 10 -	8 6 8	9 3 4	10 - -

(c.) Should a vessel (in charge of a Barry licensed pilot) go to Cardiff Roads for orders, and then proceed to Barry Docks, the pilot shall, in addition to the rates in (a), be entitled to a tide's pay (as provided in bye-law 2) for services rendered to the eastward of Lavernock Point.

2. Any pilot who may be required to remain on board any ship or vessel for the convenience of the captain, master, owner, or agent, shall be paid 10s. per day or part of a day he may be retained on board while at anchor. And any pilot who may be required to move any ship or vessel from one dock or tidal harbour to another dock or tidal harbour, or employed to pilot any ship or vessel for adjusting compasses or other purposes, occupying one tide or part of a tide, shall be paid for every ship—

Under 100 tons register	-	s. d.
100 and under 300 tons register	- 10 -	
300 " 500 "	- 12 6	
500 " 800 "	- 17 6	
800 and upwards -	- 25 -	

3. Each pilot shall provide himself with a good and efficient cutter or pilot boat, which shall be approved and registered by the Board, he paying 2s. 6d. for such register. And such cutter or boat shall be kept in good repair, and be subject to periodical examinations by the Board, and there shall, if required by the Board, be one indentured apprentice to each pilot, articulated to serve his apprenticeship as a Barry pilot. Two but not more than three pilots may, by the permission of the Board, sail in the same boat and act in conjunction.

4. A rota shall be prepared by the secretary to the Board of the pilots and their cutters on turn for duty, so that there shall at all times, both day and night, be at least two cutters and their pilots under weigh, and stationed within the port limits guarding the port. Any pilot who shall neglect to get and keep his cutter

PORT OF BARRY—*continued.*

under weigh, and on station duly guarding the port upon any day or night upon which it was his turn to keep guard, shall for the first offence pay a sum, according to the judgment of the Board, not exceeding 10*l.*, and for the second or subsequent offence pay the sum of 10*l.* or lose his licence, as the Board may determine. Provided always that any pilot may, with the consent of the secretary in writing, provide by arrangement some other duly licensed cutter and pilot as a substitute.

5. Pilots shall be divided into two divisions. The first division to comprise channel pilots, the second division port pilots. Channel pilots shall be entitled to conduct within the waters of the Bristol Channel, eastward of Lundy Island, vessels destined for or departing from the Barry Roads. Port pilots shall only be allowed to conduct vessels within the limits of the pilotage port of Barry, that is to say :—An imaginary line drawn from Breaksea Point to the Breaksea Lightship, thence in an easterly direction to the Flat Holm, and thence in a north-westerly direction to Lavernock Point. The division for which a pilot shall be licensed shall be determined upon the report of the examining officers. And, subject to the provision contained in the 26th section of the Bristol Channel Pilotage Act, 1861, no pilot shall be eligible for a licence in another division until after he shall have been in active service as a pilot within the district aforesaid for two years in his then present division, and shall have passed a satisfactory examination.

6. If by stress of weather, accident, or captain's desire, any ship or vessel be compelled to bear up and return from the westward, the pilot in charge shall be paid the rate of pilotage for the distance he may have proceeded, and one-third pilotage, in addition to the rates fixed for such a distance, on account of bringing such ship or vessel back again.

7. Each pilot's cutter or boat shall have her number painted on each bow, and the name of the pilot or pilots, as well as her own name and the name of the port, painted in legible characters upon her stern, and shall have the letters BY marked in black paint, of not less than three feet six inches in length, painted on her foresail; and shall by day carry at her masthead a flag of not less than six feet by four feet, in two colours, the upper horizontal half white, and the lower part red. And at night each pilot's cutter or boat shall carry a white light only at the masthead, and shall exhibit a flare-up light, or flare-up lights, at short intervals, which shall never exceed fifteen minutes. Every pilot shall, immediately on boarding any vessel and taking charge thereof, hoist a flag in some conspicuous place, and keep the same flying during the time he so remains in charge; the flag to be the regular pilot flag—red and white—with the colours horizontal. In case of default in any of the above requirements, the pilot to be liable to a penalty not exceeding 20*l.* for every breach thereof.

8. Each pilot shall, within twenty-four hours after his return from a cruise, report himself to the secretary, and make a full and proper return, giving the number of his boat, the day of his last sailing for sea, the distance he proceeded, the date of his return, the name, flag, and captain's name of the ship he may have taken in charge or brought to port, together with the port from which the ship may have come, if in ballast or with cargo, with the name of the consignee, the draught of water of the ship, and registered tonnage. Penalty not exceeding 5*l.* for the first offence, and the loss of his licence for any subsequent offence, or such other punishment as the Pilotage Board may think necessary.

9. Each pilot shall pay all money received by him for pilotage to the secretary on the day following that on which it is received, or in case of such money being received at sea, then the pilot shall deliver the same to the secretary as soon as he returns to port; and all claims for extra days shall be inserted in the certificate of pilotage, and signed for by the master of the vessel. Any pilot violating this rule shall be subject to a penalty not exceeding 10*l.* for the first offence, and for the second offence to the forfeiture of his licence, or such other punishment as the Pilotage Board may think necessary.

10. Any captain, master, or agent of any ship or vessel bound to sea who may make application at the office of the Board for a pilot, shall give the ship's draught of water and registered tonnage, with such other information as may be required, and upon payment of the pilotage fees shall have a pilot named and appointed to take charge of his ship or vessel, preference in all cases to be given to the pilot who piloted her inwards. Such application to be made during office hours, and at least twelve hours before the pilot shall be wanted. Any pilot attending after being definitely ordered, and the captain declining to go to sea, shall receive the sum of 10*s.* for each attendance.

11. Any pilot who shall refuse or neglect to proceed to either of the pilot stations in the channel fixed by the Board, when ordered to do so by the secretary, unless prevented by illness or the loss of his boat, or who shall be guilty of drunkenness or of insolent or abusive language, or unwarrantable conduct towards any member of the Pilotage Board, or the secretary, or other officer of such Board, or the captain, master, owner, or agent of any ship or vessel for which he may be engaged, shall be liable to a penalty not exceeding 10*l.* for the first offence, and for the second or any subsequent offence, to the like penalty or the loss of his licence.

12. Any pilot who may absent himself from duty or go overland to take charge of any ship or vessel, or seek employment otherwise than in his own boat, without the written consent of the secretary, shall be liable to a penalty not exceeding 10*l.*

13. Should any owner or captain apply for a pilot to be sent for the purpose of bringing a vessel to Barry Docks, such application must be made to the pilotage office, and a pilot will be sent according to the rotation of the printed pilotage list. Should the pilot first on turn be absent, then the pilot next on turn shall be sent. The absent pilot to lose his turn.

14. Any pilot taking charge of a vessel not bound to the port for which he is licensed shall be paid the rates and be governed by the laws established at the port to which such vessel is bound.

15. Each pilot shall strictly conform to the directions of the harbour or dock master touching the mooring or unmooring, placing or removing, any ship or vessel which such pilot may have under his charge, so long as such vessel shall be within the limits of the authority of any such harbour or dock master.

16. For every original licence which shall be granted there shall be paid to the Board the sum of 1*l.* 1*s.*, and for every renewal thereof the sum of 10*s.* 6*d.* The licences of the pilots shall be renewed annually, the first week in January or otherwise, at the discretion of the Board.

17. Any pilot having charge of a vessel inward bound shall not be released from his duties or responsibilities until such vessel is securely moored in the dock or basin, as directed by the dock master; but if in charge of a vessel bound to a port for which he is not licensed, he shall be released from his duties and responsibilities when such vessel is anchored in the nearest roadstead to the port to which he is bound, and if outward bound, to such a distance or stage for which he has been engaged. Any pilot violating this rule shall be subject to a penalty not exceeding 10*l.* or the loss of his licence, or such other punishment as the Barry Pilotage Board may think necessary.

18. If any vessel, whilst in charge of a pilot, does or receives damage, he shall immediately report such damage done or received, together with particulars of the circumstances thereof, to the secretary of the Board, as per form adopted by the Board, under a penalty not exceeding 10*l.*, and such report shall be read to the Board at their next meeting. The circumstances of the accident shall be investigated by the Board, if deemed necessary, and the Board may, if they see fit, require the licence of the pilot to be given up to the Board until the case has been disposed of.

19. Each pilot shall keep in his possession his licence, together with a printed copy of the rates, bye-laws, and regulations, and shall produce the same to the captain, commander, owner, or agent of any ship or vessel,

PORT OF BARRY—*continued.*

when required so to do, under a penalty not exceeding 10*l*.

20. The following regulations shall apply to pilots licensed by the Board, and any pilot who shall neglect or fail to obey such regulations, or any of them, shall for the first offence pay a sum, according to the judgment of the Board, not exceeding 20*l*., and for the second or subsequent offence pay the sum of 20*l*. or be liable to the loss of his licence, at the discretion of the Board.

(a.) The first pilot who arrives off Blacknore Point in his cutter shall be deemed to be the first on turn, and shall be bound to take charge of any vessel bound from Kingroad to Barry which calls for the services of a Barry pilot, and, when engaged, his cutter must follow him to Barry.

(b.) When two pilots are working together, the cutter must remain to the eastward of Blacknore Point until the last of the said pilots shall have been engaged, after which the cutter must be brought to Barry, and neither of the said pilots shall be entitled to a second turn until this rule has been complied with.

(c.) The first pilot who shall arrive in his cutter inside Newport River Buoy shall be deemed to be first on turn, and shall be bound to take charge of any vessel bound from Newport to Barry which calls for the services of a Barry pilot. And in the case of Newport pilots holding Barry licences, they shall notify in writing to the secretary when they wish to avail themselves of this permission.

(d.) Should any vessel bound to Barry, and brought from the westward, or followed up by a Barry pilot, proceed to some other port and thence to Barry, the pilot who brought or followed her up shall be entitled to the right of piloting that vessel into Barry, provided he remains on shore for that purpose, and notifies the secretary his intention to do so.

(e.) The pilot who first speaks to any such vessel to the westward, whether within the limits of his licence or not, shall be entitled to pilot that vessel into port, provided he gives his number to the vessel and follows her up and arrives alongside the vessel before the docking signal is up. In the event of the vessel receiving orders to dock early on tide, the pilot must be alongside before the anchor is weighed.

(f.) Should he speak to the vessel so far away that it will be impossible for him to be up in his cutter in time to dock, he shall be at liberty to follow the vessel up in any manner he chooses. Should he fail to arrive in time to take the vessel into dock, he shall still be entitled to take the vessel out, provided that he gives due notice of his claim to do so to the secretary.

(g.) When a pilot is following a vessel in accordance with the preceding rule, he shall not board any other vessel for the purpose of piloting her, unless his services are demanded by signal within the limits of his licence, in which case he must give up the vessel of which he is in charge to the first pilot who may speak to him. The channel pilotage payable by such vessel to be proportionately divided between the two; the first pilot retaining his right to the vessel which he is following up.

21. Should any pilot be absent when a vessel for which he has been engaged is ready to come into dock, the pilot that docks her will be entitled to the inward pilotage, but he shall have no claim to the vessel outwards.

22. No pilot shall be entitled to more than one inward-bound vessel, from the time he leaves the Barry Pierhead, until his cutter returns to Barry. (This provision shall not prevent any pilot taking charge of a ship with signal flying for a pilot), except under the following conditions:—

Should a pilot, after boarding a vessel to the westward, desire to send his cutter into any harbour situate within the Bristol Channel, he shall not

leave that harbour to go seeking for another vessel until such time shall have elapsed after his departure from Barry as is hereinafter provided.

Any harbour situate within the limits to the westward of Cold Knap, and the eastward of an imaginary line drawn from the Nash Point to Minehead, twelve hours:

Any harbour situate within the limits of an imaginary line drawn from the Nash to Minehead, and to the eastward of an imaginary line drawn from Ilfracombe to the Mumbles, if as a passenger, twenty-four hours; if engaged previously piloting a vessel to the Nash, twelve hours:

Any harbour situate to the westward of Ilfracombe, and the eastward of an imaginary line drawn from Hartland to Lundy and thence to Cady, if as a passenger, thirty-six hours; if engaged piloting a vessel to Ilfracombe, twenty-four hours. The time of departure from Barry to be notified to the secretary, who shall keep a record of the time so notified.

No pilot shall join his cutter outside the limits of his licence for the purpose of seeking employment.

23. Should any pilot be absent, from any cause, when a vessel which he is entitled to claim for pilotage is ready to proceed to sea, then the first pilot who offers may take charge of the vessel, and such pilot shall be entitled to the outward pilotage. Preference shall in all cases be given to the pilot's recognised partner, or any other pilot who may be appointed by the inward pilot to look after the vessel, provided that such appointment be notified to the secretary, and that the partner or appointed pilot presents himself in time to take the ship out.

24. No pilot shall tow his cutter with a vessel further than the distance for which he shall have been engaged to pilot such vessel. Neither shall he join his cutter beyond the limits for which he is engaged, except under conditions laid down in rule 22. No pilot shall join his cutter in the open channel under any circumstances, unless on leaving a vessel of which he has been a *bonâ fide* pilot.

25. Any pilot missing his cutter when down channel may return to port by any means available, but he must not, while so returning, board any vessel for the purpose of piloting her, unless such vessel has the usual signal flying for a pilot within pilotage waters.

26. Should the master of a vessel land without having been spoken to by a pilot, the first pilot who speaks the ship may claim the vessel.

27. Should a pilot desire to work in any cutter other than his own, formal application to do so must be sent to the secretary, and the permission of the Board to do so obtained, but the Board shall have full power to grant or withhold such permission.

28. Any pilot who, in the opinion of the Board, has boarded a vessel in violation of any of the foregoing rules, shall forfeit his claim to any pilotage payable by such vessel, and such pilotage shall be awarded by the Barry Pilotage Board to such other pilot as shall in their judgment be entitled to it, or in case no other pilot has any claim to the pilotage, the Board may, if they think fit, direct that the whole or any part of the pilotage so earned shall be placed to the credit of the Barry pilotage fund.

#### *Additional Pilots.*

29. No person shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a channel pilot in the waters of the Barry pilotage district, and have afterwards served at sea twelve months in square-rigged sailing ships, and twelve months in steamers, and passed the Board of Trade examination for second mate. This bye-law shall not affect apprentices whose indentures are dated previous to January 1st, 1897.

In case the Pilotage Board shall at any time be of opinion that an increased number of pilots are required in the said district and there shall not be a sufficient number of duly qualified apprentices to supply the

## PORT OF BARRY—continued.

deficiency, the Board shall be at liberty to examine any fit and proper person (having previously served five years as master or mate of a vessel) to act as pilot without having served such term of apprenticeship. But this provision shall not in any way prevent or debar the Pilotage Board from licensing other persons to act as pilots, who, in the opinion of the Board, are qualified to act as pilots.

*Apprentices.*

30. Every candidate, before he can be considered eligible for an apprenticeship indenture, shall produce the following certificates:—Birth, health, colour-blindness, and character; he shall not be less than 16 nor more than 20 years of age; he shall be able to read and write correctly, and have a competent knowledge of arithmetic.

31. The indenture of apprenticeship shall be signed by the pilot and the apprentice, and shall be witnessed by the secretary or some other responsible person, and shall be approved by the Board and duly registered at the pilotage office.

32. The Board shall have full power to inquire into the conduct of pilots towards their apprentices, and *vice versa*, and to investigate all complaints made by pilots against their apprentices, and also by apprentices against pilots, whether they be masters to such apprentices or not, and into the general conduct of apprentices. And the Board

shall have full power to inflict fines in reference thereto, not exceeding 10*l.* each, and also to direct any apprenticeship indenture to be cancelled upon such terms and conditions as shall be determined by the Board.

33. The pilot to whom any apprentice is serving shall endorse at the back of every indenture a statement of time lost by the apprentice, and of pecuniary losses which have been incurred by the pilot by reason of the negligence or want of attention of the apprentice, and such statement shall be initialled by the pilot and apprentice on the respective dates when such losses shall be charged against the apprentice.

34. At the completion of the five years' apprenticeship the pilot shall appear before the Board with the apprentice and his indenture, and the Board shall thereupon decide as to the amount of time and money (if any) to be made good by the apprentice before this indenture shall be surrendered to him, and such decision shall be finally binding on all parties.

35. Whenever an apprentice shall for the first time appear before the examining committee for examination for a licence to act as pilot, this indenture of apprenticeship, and all necessary papers as per bye-laws, shall be submitted to the inspection of the committee.

36. In respect of all offences by pilots against these bye-laws punishable by loss of licence the Board may suspend such pilots for such period as they may determine.

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
John Berkeley - - -	57	Abraham Woodward - -	59	Barry and Cardiff.
Edward Holmes - - -	54	Moses White - - -	54	
Jonathan Lewis - - -	54	David Lewis - - -	44	
Edward Edwards - - -	62	Thomas Evans - - -	44	
John H. Hancock - - -	56	John Hubbard - - -	62	
Horatio Davies - - -	58	William H. Howe - - -	50	
Thomas Richards - - -	62	Richard S. Reid - - -	45	
David Davies - - -	53	Peter Evans - - -	66	
Benjamin C. Morgan - - -	50	James A. Clare - - -	43	
Giles Rowles - - -	54	Thomas Lewis - - -	45	
Albert Cope - - -	59	Frank Trott - - -	43	Barry and Newport.
Isaac Davies - - -	57	Rees Jones - - -	45	
John Davies - - -	53	John T. Lewes - - -	40	
Thomas Cox - - -	58	William Thompson - - -	45	
John H. Cox - - -	52	John Thompson - - -	45	
Elijah Cox - - -	44	Henry C. Edmunds - - -	48	
Joseph Cox - - -	48	Daniel S. Davies - - -	36	Barry.
Samuel Harwood - - -	41	Owen Bowen - - -	56	
William Paterson - - -	44	John Sparks - - -	31	
Thomas Jones - - -	51	Henry J. Hancock - - -	35	
George Bennett - - -	52	Charles Dalton - - -	36	
William Dyer - - -	58	Samuel Davies - - -	29	
Albert Sanders - - -	38	David J. Jones - - -	25	
David Jones - - -	46	Charles E. Bennett - - -	27	
Thomas B. Brown - - -	58	Robert O. Burfitt - - -	26	

PORT OF BARRY—*continued.*

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David J. Jones - -	19	William E. George - -	19	Edgar Davis Sanders - -	15
Mortimer White - -	22	Sidney A. Booker - -	17	Fred Davies - -	15
David E. Lewis - -	18	A. Woodward - -	15		

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTE D.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	OVERSEA.		OVERSEA.		No.	Amount.
	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.
From Barry Roads to Barry Dock - - -	1,959	4,632 13 4	551	1,059 7 8	2,510	5,692 1 -
From Nash to Barry Roads - - -	756	1,831 14 9	209	405 18 4	965	2,237 13 1
From Ilfracombe to Barry Roads - - -	52	303 6 8	50	230 - 10	102	533 7 6
From Lundy to Barry Roads - - -	29	258 12 -	58	413 8 4	87	672 - 4
Sundries - - -	71	70 17 6	42	46 15 -	113	117 12 6
TOTAL - - -	2,867	7,097 4 3	910	2,155 10 2	3,777	9,252 14 5

## (2.)—OUTWARDS.

From Barry Dock to Barry Roads - - -	1,891	4,554 17 8	533	1,040 14 4	2,429	5,604 12 -
From Barry Roads to Nash - - -	856	2,108 4 5	218	461 - -	1,074	2,569 4 5
From Barry Roads to Ilfracombe - - -	33	232 3 4	23	132 5 7	66	364 8 11
From Barry Roads to Lundy - - -	31	286 8 4	55	464 10 7	86	750 13 11
Sundries - - -	150	175 5 -	37	41 5 -	137	216 10 -
TOTAL - - -	2,966	7,350 13 9	876	2,143 15 6	3,842	9,505 9 3

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,461 4 4	By amount paid in respect of pilots -	18,071 11 11
To gross amount, Inward pilotage -	9,252 14 5	By amount paid in respect of printing, &c. -	40 6 5
received for - Outward pilotage -	9,505 9 3	By amount paid in respect of advertising new bye-laws -	23 5 -
To amount of fees received from applicants for pilots' licences (3) -	3 3 -	By amount paid in respect of income tax -	9 4 8
To amount of fees received from applicants for renewal of pilots' licences (51) -	26 15 6	By amount paid in respect of bank charges -	3 15 -
To amount received for fines and forfeitures from licensed pilots -	6 - -	By amount paid for allowances to aged pilots -	19 10 -
To amount received from other sources:		By amount paid for accountant's and auditor's salary -	95 10 -
Interest -	45 9 8	By balance carried to next account -	° 2,040 2 -
Fees for registering cutter -	- 12 6		
Sundry accounts -	1 16 4		
£.	20,303 5 -	£.	20,303 5 -

° Consols, £. 1,000. On deposit at Metropolitan Bank of England and Wales, Limited, 615*l.* 16*s.* 3*d.*

24 January 1900.

R. T. Duncan, Secretary.

## P O R T O F B E R W I C K.

*Pilotage is Free. Limits of District.—See p. 3 of Parl. Paper, No. 154 of 1889.*

### B Y E - L A W S and R A T E S of P I L O T A G E.

*See p. 5 of Parl. Paper, No. 247 of 1899.*

#### N A M E S of P I L O T S.

Henry Park      -      -      aged 46      |      Joseph Wood      -      -      aged 55

#### A M O U N T received for P I L O T A G E of V E S S E L S in 1899.

Pilotage is not compulsory. No record is kept by the authorities.

#### A C C O U N T of all M O N I E S received and expended in respect of the P I L O T A G E F U N D.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To amount received for pilot licences	-   5   -	By amount paid for clerk	-   -   - 5   -

20 January 1900.

*Robert A. Darling, Secretary.*

## P O R T O F B L A K E N E Y.

*Pilotage is Compulsory in the case of vessels under 50 tons register*

*Limits of District.—See p. 4 of Parl. Paper, No. 154 of 1889.*

### B Y E - L A W S and R A T E S of P I L O T A G E.

*See p. 4 of Parl. Paper, No. 154 of 1889.*

#### N A M E S of P I L O T S.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
John Otway      -      -      -	74	James Lee      -      -      -	61	{ To pilot vessels in and out of Blakeney Harbour.

PORT OF BLAKENEY—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	4	1 17 -	38	19 17 3	2	1 7 -	-	- - -	-	- - -	44	23 1 3

## (2.)—OUTWARDS.

From Harbour to Sea - -	4	2 0 -	41	22 19 -	-	- - -	-	- - -	-	- - -	45	25 8 -
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	23 1 3	By amount paid in respect of pilots -		48 9 3
	Outward pilotage -	25 8 -			
	£.	48 9 3		£.	48 9 3

8 February 1900.

C. J. Temple Lynes, Clerk.

## PORT OF BOSTON.

*Pilotage is Compulsory. Limits of District.—See p. 5 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 4 of Parl. Paper, No. 181 of 1890.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
John Thomas Mawer -	66	James William Longstaff	31	To pilot ships into and out of the Port of Boston.
George Taylor Dawson -	47	Thomas Flinn -	26	
Thomas Shepherd -	45	Henry Parker -	29	
Robert William Parker -	44			

## PORT OF BOSTON—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.				T O T A L S.	
	C O A S T E R S.		O V E R S E A.		C O A S T E R S.		O V E R S E A.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From High Horn to Boston (11 miles) -	173	131 10 6	63	105 5 10	22	18 12 3	120	173 5 9	378	428 14 4

## (2.)—OUTWARDS.

From Boston to High Horn (11 miles) -	178	181 19 10	45	75 12 9	15	12 13 5	122	182 - 5	360	452 6 5
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*Note.*—The sums paid for towage by steam cannot be ascertained, as the steamboats belong to a private company, who render no account to the Pilot Commissioners.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	542 2 7	By amount paid in respect of pilots -	872 4 6
To gross amount { Inward pilotage -	428 14 4	By amount paid as contributions to pilots' superannuation fund -	14 14 -
received for { Outward pilotage -	452 6 5	By other expenses of pilotage authority, viz. :—	
To amount of fees received from applicants for—		Collector's commission of 1 per cent. on pilots' earnings -	8 16 3
Renewals of pilots' licences (4) -	4 4 -	Repairing Haling's paths -	12 9 9
Masters' certificates (3) -	6 6 -	Sundry expenses -	5 9 1
Renewals of masters' certificates (4) -	4 4 -	By amount paid for clerk -	30 - -
To amount received from other sources, viz. :—		By amount paid for superintendent of pilots -	41 12 -
1d. per chaldron on coals, and 1d. per ton on merchandise on the register tonnage of vessels trading to and from the port -	728 17 3	By amount transferred to the Harbour Trust to the credit of the general fund -	*506 13 6
		By balance carried to next account -	674 15 6
£.	2,166 14 7	£.	2,166 14 7

\* This amount was the balance in the treasurer's hands on the 6th February 1899, the date of the annual meeting of the Trust, and was transferred to the Harbour Trust towards the expenses of the port, such as keeping up the pilot sloop, buoys, beacons, seamarks, &c.

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	5 13 2	By amount paid for premiums on six deferred annuity contracts effected through the Post Office Savings Bank -	44 17 11
To amount received as contribution to superannuation fund :		By balance carried to next account -	4 7 4
From pilots :			
Four renewals of pilot licences -	4 4 -		
Contributions towards premiums on six deferred annuity contracts -	28 18 1		
From other sources :			
Three certificates and four renewals to masters to pilot their own vessels -	10 10 -		
£.	49 5 3	£.	49 5 3

12 May 1900

Charles Lucas, Clerk.

## PORT OF BRISTOL.

*Pilotage is Free, except within the limits of the Port of Bristol.*

*Limits of District.*—See p. 7 of Parl. Paper, No. 154 of 1889; and section 3 of Bristol Pilotage Order 1891, as confirmed by Pilotage Order Confirmation (No. 1) Act, 1891.

## BYELAWS and RATES of PILOTAGE.

BYE-LAWS made by the MAYOR, ALDERMEN, and BURGESSES of the CITY OF BRISTOL, acting as the Pilotage Authority for the Port of Bristol, under and by virtue of the Bristol Wharfage Act, 1807, the Bristol Dock Act, 1848, and the Merchant Shipping Act, 1894, for the government of Pilots and others.

1. The following bye-laws shall commence and take effect on the 1st day of June 1899, on which day all bye-laws, rules, and orders now in force for the conduct, government, and management of pilots and masters and mates holding pilotage certificates for the port of Bristol, and for fixing the rates and remuneration of such pilots, and for regulating the amount to be paid by every such pilot and every such master and mate to the duly appointed officer of the Pilotage Authority towards the pilotage fund shall be repealed, but this repeal is not to interfere with the institution or prosecution of any proceeding in respect of any offence previously committed, or any penalty thereby incurred, nor to affect any annuity or other allowance previously granted or made out of the pilotage fund.

2. In these bye-laws, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them, that is to say:—

“Pilotage Authority” means the mayor, aldermen, and burgesses of the city of Bristol.

“Pilotage committee” means and includes the committee appointed by the Pilotage Authority for regulating or managing their affairs as a Pilotage Authority, and the representatives of licensed pilots and shipowners elected to serve on such committee in pursuance of the Pilotage Order Confirmation (No. 2) Act, 1890.

“Pilotage district” means the district over which the Pilotage Authority has jurisdiction.

“Pilot” means a person licensed by the Pilotage Authority to act as pilot within the pilotage district.

“Certificated master or mate” means and includes a master or mate who holds a pilotage certificate granted in pursuance of the Merchant Shipping Act, 1894, and who is acting within the pilotage district as master or mate of any ship in respect of which such certificate was granted.

*Pilots.*

3. No person shall be qualified to become a candidate for the office of pilot unless he shall have served an apprenticeship to a pilot for five years or upwards, or shall have been employed in cruising to the westward for seven years or upwards in a pilot skiff, and in either case shall also have served for one year in a vessel trading between Bristol and some place outside the Bristol Channel, and shall be over 25 and under 45 years of age.

4. No person shall be eligible to be licensed to act either as pilot or as a certificated master or mate within the pilotage district unless he produce to the Pilotage authority satisfactory testimonials as to character; a certificate from a medical officer to be appointed by the pilotage committee that he is not suffering from any ailment which would prevent his performing his duties efficiently, and a recent Freedom of Trade certificate as to his effective vision and freedom from colour-blindness, and until he shall have satisfied the Pilotage Authority as to his knowledge in the following subjects, viz.:—

- (1.) The rules of the road at sea and the rules and regulations to be observed for the preventing collisions at sea, as laid down from time to time by the Board of Trade.
- (2.) The Bristol Channel and the river Avon, and the proper method of navigating the same respectively.
- (3.) The management of vessels, both steam and sailing, how to bring them to anchor and to keep them clear of their anchors in a tide-way, and how to moor, unmoor, and get them under weigh.

5. Pilots shall be divided into two classes, viz., first-class and second-class pilots. First-class pilots may pilot vessels of any tonnage, and second-class pilots may pilot sailing vessels of not exceeding 1,200 tons register, and steam vessels of not exceeding 1,000 tons register.

6. After a second-class pilot shall have served in that capacity for not less than one year, without any serious mishap to a vessel while in his charge through his own default, he shall be qualified to be licensed as a first-class pilot.

7. Whenever a sailing vessel exceeding 1,200 tons register or a steam vessel exceeding 1,000 tons register shall from necessity take on board a second-class pilot, in addition to the usual flag, a blue and white flag shall be kept flying, showing that the pilot in charge is a second-class pilot, and such vessel shall at the first practicable moment exchange such pilot for a first-class pilot. In any such case, when a first-class pilot shall supersede a second-class pilot, the master shall pay to the second-class pilot a proportionate sum for his services, and deduct that sum from the charge of the first-class pilot, and, in case of dispute, the pilotage committee shall determine the proportionate sums to which each party is entitled. No second-class pilot shall continue in charge of a sailing vessel exceeding 1,200 tons register, or a steam vessel exceeding 1,000 tons register, after a first-class pilot has offered to take charge of her. Provided that in no case shall a change of pilots take place on board a vessel after such vessel shall have entered the river Avon.

8. Every pilot shall, upon first receiving a licence, pay the sum of 2*l.* 2*s.* to the Pilotage Authority, and shall also pay to them the sum of 1*l.* 1*s.* on receiving every subsequent licence. Every certificated master or mate upon receiving his certificate shall pay to the Pilotage Authority the sum of 2*l.* 2*s.*, and shall also pay to them the sum of 1*l.* 1*s.* on every renewal thereof.

9. No pilot shall absent himself from his duty without the written permission of the haven master.

10. No pilot when proceeding to the outer limits of the pilotage district to cruise, or when cruising therein in his pilot boat or in that of another pilot, shall be towed by a steam vessel so as to prejudice the opportunity of any other pilot to board an incoming vessel; nor shall he endeavour to obtain the pilotage of any vessel when another pilot is attempting to board her, under the penalty of forfeiting the pilotage fee to the pilot whose opportunity of employment has been lost thereby.

11. Every pilot, on boarding a ship for the purpose of piloting her to her destination, shall demand of the master or other officer in charge a statement in writing of her draught of water forward and aft.

12. No pilot shall conduct himself contemptuously, or give abuse, or use improper language to the haven master; and every pilot shall behave himself with strict sobriety and with due civility towards the owner, master, and officers of any vessel under his charge.

13. Every pilot shall obey and execute all orders and regulations given and issued by the Pilotage Authority or the haven master, and obey the orders and directions of the haven master as to the number of boats and men to be employed in assisting to navigate any vessel up or down the river Avon, or to moor or unmoor her in such river, or to enter any of the docks within the port of Bristol, and he shall also strictly comply with the directions of the harbour and dock master touching the docking or undocking, mooring or unmooring, towing or removing any ship or vessel which such pilot may have

## PORT OF BRISTOL—continued.

under his charge, so long as such vessel shall be within the limits of the authority of any such harbour or dock master.

14. Every pilot shall use his utmost care and diligence to conduct vessels under his charge to their destination safely, and without damage to other vessels.

15. No pilot shall leave any inward-bound vessel of which he has charge, unless being a second-class pilot to be superseded by a first-class pilot in pursuance of the 7th clause hereof, until she is safely moored in one of the docks.

16. Pilots shall go on board of outward-bound vessels in sufficient time before leaving the dock to ascertain whether they are ready to proceed to sea or anchor in Kingroad; and pilots are in particular to personally satisfy themselves that the steering gear is connected and in working condition.

17. No pilot shall neglect or refuse to proceed to sea from any of the docks with any vessel which he is qualified to pilot when requested to do so by the master or owner of such vessel. In case of refusal he shall at once give his reason therefor in writing to the haven master, who shall report the matter at the next meeting of the pilotage committee.

18. Whenever any accident shall have happened to or been caused by any vessel while in charge of a pilot, such pilot shall, within 24 hours after arrival or after leaving the vessel, fully report in writing the facts of such accident, so far as he knows them, to the haven master.

19. No pilot shall conduct or navigate a vessel to a port outside the pilotage district without the permission of the haven master.

20. Every pilot becoming aware of the existence of any danger in the ordinary track of shipping sailing to or from the port, the displacement of any buoy, lightship, or beacon, the failure of any light or fog signal, or of any other impediment to the safe navigation of the Bristol Channel or the river Avon, shall, as soon as possible, give notice in writing to the haven master of the nature and position of such danger or impediment, or of such displacement or failure, together with the date and hour when discovered.

*Apprentices.*

21. Each pilot shall have regularly at least one apprentice, who shall be apprenticed to him for not less than five years, and he shall instruct his apprentices in seamanship, in taking soundings, marking the channels, taking bearings of the floating and shore lights, buoys, and beacons, and generally in the duties which would devolve upon them in case they should hereafter become pilots.

22. Every pilot shall within one month of the time of taking any apprentice, return to the haven master the name of such apprentice, in order that a regular register of pilots' apprentices may be kept.

23. Whenever an apprentice shall for the first time appear for examination for a licence to act as a pilot, he shall produce his indenture of apprenticeship for inspection by the haven master, and shall furnish evidence to him that he has duly served his apprenticeship.

*Pilot Boats.*

24. Every pilot boat must be kept in good repair and well found with masts, rigging, sails, anchors, cables, and every other necessary material to the satisfaction of the haven master, and must be provided with an approved chart of the Bristol Channel, a copy of the Bristol tide table for the current year, and all necessary nautical appliances.

25. Every pilot boat shall be painted outside entirely black, and the number of her licence shall be painted in white paint on each bow, and such number, four feet in length at least, shall be marked in black paint on the three lower sails of such boat. Every pilot boat shall carry a flag of two colours, the upper horizontal half white and the lower horizontal half red, at the mast-head, of the dimensions of four feet by five, which flag is to be constantly hoisted as a distinguishing signal; and the name of her owner and the port to which she belongs shall be painted at full length on the stern of the boat in white letters at least one inch broad and three inches long.

*Rates of Pilotage.*

26. The rates of pilotage to be paid to licensed pilots for piloting vessels shall be as follows, according to the registered tonnage of such vessel, viz. :—

BETWEEN	Under 100 tons.	100 and under 200 tons.	200 and under 300 tons.	300 and under 400 tons.	400 and under 500 tons.	500 and under 600 tons.	600 and under 700 tons.	700 and under 800 tons.	800 and under 900 tons.	900 and under 1000 tons.
Lundy and the Nash Point - - -	£. s. d. - 18 -	£. s. d. 1 2 3	£. s. d. 1 6 3	£. s. d. 1 10 3	£. s. d. 1 14 6	£. s. d. 1 18 6	£. s. d. 2 2 6	£. s. d. 2 6 3	£. s. d. 2 10 -	£. s. d. 2 14 -
The Nash Point and the Holmes - - -	- 18 -	1 2 3	1 6 3	1 10 3	1 14 6	1 18 6	2 2 6	2 6 3	2 10 -	2 14 -
The Holmes and Kingroad - - - -	- 11 -	- 14 -	- 17 6	1 1 3	1 4 9	1 8 3	1 12 6	1 15 6	1 19 -	2 2 3
Kingroad and Avonmouth or Portishead Docks - - - - -	- 10 3	- 14 -	- 17 6	1 1 3	1 4 9	1 8 -	1 11 6	1 14 9	1 18 -	2 1 -
Kingroad and City Docks - - - - -	- 12 6	- 17 -	1 1 9	1 6 3	1 10 9	1 15 -	1 19 -	2 3 3	2 7 3	2 11 3
The Holmes and Avonmouth or Portishead Docks - - - - -	1 1 3	1 7 9	1 15 -	2 2 3	2 6 3	2 16 3	3 3 9	3 10 -	3 17 -	4 3 3
The Holmes and City Docks - - - - -	1 3 3	1 10 9	1 19 -	2 7 3	2 15 6	3 3 3	3 11 3	3 18 6	4 6 3	4 13 6

BETWEEN	1000 and under 1100 tons.	1100 and under 1200 tons.	1200 and under 1300 tons.	1300 and under 1400 tons.	1400 and under 1500 tons.	1500 and under 1600 tons.	1600 and under 1700 tons.	1700 and under 1800 tons.	1800 and under 1900 tons.	1900 and under 2000 tons.	For each 10 tons above 2000 tons.
Lundy and the Nash Point - - - -	£. s. d. 2 17 3	£. s. d. 3 - 6	£. s. d. 3 4 -	£. s. d. 3 7 3	£. s. d. 3 10 6	£. s. d. 3 14 -	£. s. d. 3 17 3	£. s. d. 4 - 6	£. s. d. 4 4 -	£. s. d. 4 7 3	£. s. d. - 3 3
The Nash Point and the Holmes - - -	2 17 3	3 - 6	3 4 -	3 7 3	3 10 6	3 14 -	3 17 3	4 - 6	4 4 -	4 7 3	- 3 3
The Holmes and Kingroad - - - - -	2 8 3	2 8 3	2 11 3	2 14 6	2 17 6	3 - 6	3 3 9	3 6 9	3 9 3	3 11 9	- 2 6
Kingroad and Avonmouth or Portishead Docks - - - - -	2 4 3	2 7 3	2 10 3	2 13 6	2 16 6	2 19 6	3 2 9	3 5 9	3 8 9	3 11 9	- 3 -
Kingroad and City Docks - - - - -	2 15 6	2 19 6	3 3 9	3 7 9	3 11 9	3 16 -	4 - -	4 4 3	4 8 3	4 12 3	- 4 -
The Holmes and Avonmouth or Portishead Docks - - - - -	4 9 3	4 15 6	5 1 6	5 7 9	5 14 -	6 - -	6 6 3	6 12 3	6 18 -	7 3 6	- 5 6
The Holmes and City Docks - - - - -	5 - 6	5 7 9	5 15 -	6 2 -	6 9 3	6 16 6	7 3 6	7 10 9	7 17 6	8 4 -	- 6 6

And, in addition thereto, any pilot who may be required to remain on board any ship or vessel, for the convenience of the captain, master, owner, or agent, shall be paid 10s. for every day or part of a day he may be retained on board while at anchor; and any pilot in charge of a vessel which shall be moored with an anchor in Portishead Dock shall be paid an extra fee of 10s.

PORT OF BRISTOL—continued.

27. Any pilot who may have been compelled by stress of weather or by reason of accident or collision to return to an anchorage or dock with the vessel of which he may be in charge, shall be paid the rate of pilotage for the distance he may have proceeded, and one-third of the pilotage in addition to the rates fixed to such distance on account of bringing such vessel back again. Provided that in such case he shall not be paid any detention money until he has, at the request of the master of the vessel, remained on board of her for 24 hours, after which time he shall be paid 10s. for every day or part of a day he may be retained on board.

28. No pilot shall demand any pilotage rate except upon a note for pilotage approved by the haven master, and signed by him.

The haven master shall be paid by the pilot for examining the pilotage note the several sums following:—

	s.	d.
If of a vessel under 100 tons register	1	—
If of a vessel 100 and under 200 tons register	2	—
If of a vessel 200 and under 400 tons register	3	—
If of a vessel 400 tons and upwards	4	—

and such sums shall be added to the pilotage note and paid therewith by the master or owner of such vessel, and, in default of payment, shall be recoverable as part of the rate or fare of pilotage; and such sum shall forthwith be paid by the pilot to the Pilotage Authority.

Pilotage Fund.

29. Every licensed pilot shall pay to the duly appointed officer of the Pilotage Authority towards the pilotage

fund 5 per cent. of all moneys received by such pilot in pursuance of the preceding bye-law so soon as he shall have received the same.

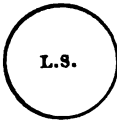
30. Every certificated master or mate shall, on every occasion that he may navigate his vessel within the portion of the Bristol pilotage district in which pilotage is compulsory, pay to the duly appointed officer of the Pilotage Authority, as a contribution to the pilotage fund, 5 per cent. of the rates which would have been payable in respect of the pilotage of his vessel within such portion of the district if he had not held a pilotage certificate. Provided that such contribution shall not be payable more than once in every 24 hours in respect of any such vessel which is not navigated outside the district in which pilotage is compulsory.

Penalty for Breach of Bye-laws.

31. Every pilot or certificated master or mate offending against or contravening any of the preceding bye-laws shall, for every such offence, be liable to pay a penalty not exceeding 20l., or to have his licence or certificate suspended or withdrawn by the Pilotage Authority.

Given under the common seal of the mayor, aldermen, and burgesses of the city of Bristol, this 18th day of April 1899.

EDMUND J. TAYLOR,  
Acting Town Clerk.



Approved by Her Majesty by an Order in Council dated the 19th day of May 1899.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Hunt - - -	57	Alfred Chesswell - - -	65	William David Selway -	40
John Pains - - -	70	Edward Rowland - - -	63	William George Smith -	41
James R. Howard - -	61	Jeremiah Berry - - -	61	Frank Charles Ellis - -	35
Edward James Craddy -	55	John Carey - - -	67	Edward Craddy Rowland -	32
Samuel Spear Bailey -	65	Sidney George Thomas -	50	James Joseph Adams Ellis -	37
John Browne - - -	64	William Henry Thomas -	47	Edwin Horace Adams Carey	35
George Frederick Dickens	58	Richard Arthur Case - -	43	Samuel Buck - - -	37
Thomas Thayer - - -	54				

NAMES of APPRENTICES.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Frank Egbert Yeatman Dickens.	21	Walter Case - - -	19	Ernest Sidney Ray -	17

## PORT OF BRISTOL—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Lundy to Mumbles - - - -	1	6 - -	1	6 10 -	2	12 10 -
From Lundy to Barry Roads - - -	2	20 11 -	3	18 10 -	5	39 1 -
From Lundy to Penarth Roads - - -	4	38 - -	4	24 2 6	8	62 2 6
From Lundy to Newport District - - -	-	- - -	4	27 12 -	4	27 12 -
From Lundy to Kingroad - - - -	3	25 17 6	3	14 15 -	6	40 12 6
From Lundy to Bristol - - - -	25	361 7 6	51	530 2 -	76	891 9 6
From Nash to Penarth Roads - - - -	3	11 - -	-	- - -	3	11 - -
From Nash to Kingroad - - - -	3	18 7 6	4	20 10 -	7	38 17 6
From Nash to Bristol - - - -	211	2,582 19 -	88	630 16 -	302	3,213 15 -
From Holmes to Bristol - - - -	222	1,284 3 9	43	200 17 6	265	1,485 1 3
From Kingroad to Bristol - - - -	63	106 6 6	24	64 9 6	87	260 16 -
TOTAL - - -	540	4,544 12 9	225	1,538 4 6	765	6,082 17 3

## (2.)—OUTWARDS.

From Bristol to Kingroad - - - -	73	311 8 -	5	7 8 3	78	318 10 3
From Bristol to Newport District - - -	47	347 15 9	13	65 9 9	60	413 5 6
From Bristol to Penarth Roads - - -	110	801 6 3	63	314 6 9	173	1,115 13 -
From Bristol to Holmes - - - -	153	736 10 3	60	280 9 3	213	1,016 19 6
From Bristol to Barry Roads - - - -	35	381 8 -	10	122 18 9	51	504 6 9
From Bristol to Nash - - - -	91	1,319 19 -	22	143 14 9	113	1,463 13 9
From Bristol to Mumbles - - - -	-	- - -	17	205 6 3	17	205 6 3
From Bristol to Lundy - - - -	3	42 1 6	5	70 7 3	8	112 8 9
From Kingroad to Nash - - - -	1	12 3 6	-	- - -	1	12 3 6
TOTAL - - -	513	3,952 12 3	201	1,210 1 -	714	5,162 13 3

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	6,082 17 3	By amount paid in respect of fees on masters and mates' certificates paid to city treasurer - - - -	88 4 -
{ Outward pilotage -	5,162 13 3		
To amount of fees received from applicants for masters and mates' certificates (11) - - - -	22 1 -	By amount paid by pilots for boats and men assisting ships up and down the river, and into and out of Avonmouth Dock and Portishead Dock - -	1,875 11 9
To amount of fees received from applicants for renewals of masters and mates' certificates (63) - - - -	66 3 -	By amount contributed by pilots to pilotage fund - - - -	444 13 3
		By amount of fees on pilotage notes paid to haven master for city treasurer - - - -	273 14 -
		By amount retained by the pilots -	8,651 11 6
£.	11,333 14 6	£.	11,333 14 6

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received from fund invested in Bristol Corporation 3½ per Cent. Debenture Stock - - - -	528 13 10	By amount paid for pensions or superannuations to pilots (18) - - - -	528 13 10

PORT OF BRISTOL—*continued.*

PILOTAGE FUND established in pursuance of the Bye-law made 7th July 1891.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	439 17 -	By amount of contributions to the fund repaid to four pilots -	443 11 1
To amount received as contribution to superannuation and pension fund :		By amount invested in the purchase of 550 <i>l.</i> Bristol Corporation 3½ per Cent. Debenture Stock -	654 10 -
From pilots -	444 13 3	By balance in treasurer's hands -	167 6 3
From other sources :			
Masters and mates holding pilotage certificates -	262 3 4		
Interest on 3,169 <i>l.</i> 10 <i>s.</i> Bristol Corporation 3½ per Cent. Stock -	107 4 8		
Interest on 495 <i>l.</i> Bristol Corporation 2½ per Cent. Stock -	11 9 1		
£.	1,265 7 4	£.	1,265 7 4

19 February 1900.

*Edmund J. Taylor*, Deputy Town Clerk.

## PORT OF CARDIFF.

*Pilotage is Free. Limits of District.—See p. 69 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 8 of Parl. Paper, No. 200 of 1897.*

## NAMES of PILOTS.

*Channel Pilots.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Zechariah White - - -	68	John Rees - - -	54	Samuel Harvey - - -	43
Thomas Richards - - -	62	Thomas Thomas - - -	41	W. H. Russell - - -	44
Horatio Davies - - -	58	J. H. Higgins - - -	39	A. B. Foulkes - - -	51
William M. Davies - - -	54	William Couth - - -	56	Thomas Williams - - -	56
Evan T. Morse - - -	54	David Young - - -	78	George Elliott - - -	47
William Jenkins - - -	50	W. S. Williams - - -	38	Albert Cope - - -	59
Moses White - - -	57	William Grimes - - -	41	J. A. Howe - - -	48
William White - - -	51	David Francis - - -	51	Henry Harris - - -	61
William Sanders - - -	49	John Wright - - -	40	Frank Trott - - -	43
Peter Evans - - -	66	R. H. England - - -	40	R. S. Reid - - -	45
Thomas Catterson - - -	63	John Holmes - - -	37	John Jones - - -	56
Lewis Jones - - -	56	John Jones - - -	47	Abraham Woodward - - -	59
T. W. Brook - - -	41	W. H. Howe - - -	50	Thomas Beer - - -	40
John Berkeley - - -	58	David Davies - - -	53	Robert Read - - -	40
Giles Rowles - - -	54	Thomas Jewill - - -	67	Thomas Hall - - -	48
E. Williams - - -	43	John Wilson - - -	55	Thomas W. Evans - - -	46
William Williams - - -	49	William Jones - - -	59	Lewis Alexander - - -	40
H. C. James - - -	43	W. E. J. S. Dalling - - -	48	David Lewis - - -	43
B. C. Morgan - - -	50	Giles Woodward - - -	54	John Hubbard - - -	62
Edward Holmes - - -	54	David James - - -	52	John Russell - - -	48
Jonathan Lewis - - -	53	Thomas Francis - - -	46	Peter Carpenter - - -	43
David Morse - - -	47	Christopher Rowles - - -	46	H. J. Alexander - - -	40
J. L. Harvey - - -	61	John Morgan - - -	45	Thomas Lewis - - -	45
J. H. Morse - - -	41	J. A. Clare - - -	43	C. H. S. Tamplin - - -	43
Edward Edwards - - -	62	Edward Harris - - -	45	Thomas Morris - - -	42
Edward Beecher - - -	54	Evan Morgan - - -	30	Edward W. Thomas - - -	36
J. H. Hancock - - -	56	John Hall - - -	64		

## PORT OF CARDIFF—continued.

## NAMES OF PILOTS—continued.

## First-Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William H. Woodman - - -	39	Daniel O'Connell - - -	37	Jonadab Bowen - - -	55
Frank Denman - - -	38	David Morgan - - -	36	Thomas Harper - - -	35
James W. Reed - - -	39	Benjamin Denman - - -	35	Thomas Alexander - - -	35
A. E. Fisher - - -	37	John H. Harris - - -	35	James Andrew Duggan - -	35
D. Duggan - - -	37	R. A. Beer - - -	32	John James Smalldridge -	34
J. Thomas - - -	38	William Stoodley - - -	30	Thomas Richards - - -	34
William Morgan - - -	36	Henry Baker - - -	61	Edward Deggins - - -	32
William Couch - - -	38				

## Second-Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Alfred Edwards - - -	34	John Webb - - -	34	W. N. Jones - - -	34
William Smith - - -	35	G. H. Evans - - -	34	T. A. Wellings - - -	33
Thomas Griffiths - - -	35				

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Edwin Bower - - -	21	George Woodward - - -	20	G. F. Bucknill - - -	18
Paul H. Jones - - -	21	G. W. Foulkes - - -	19	C. E. Taylor - - -	18
B. Morgan - - -	22	D. J. Howe - - -	20	P. D. Rowles - - -	18
D. P. Scandredth - - -	21	Thomas Morgan - - -	19	R. W. Roderick - - -	17
T. J. Catterson - - -	20	John Morgan - - -	19	Alfred J. Williams - - -	17
J. H. Tapscott - - -	20	Ernest Cooper - - -	18	Albert H. Elliott - - -	16
George Jenkins - - -	19	Alfred Hall - - -	18	Fred J. Couth - - -	16
Lewis James Jones - - -	22	J. W. Jenkins - - -	18	Oliver Hamlin - - -	16
Thomas Henry Mall - - -	21	Thomas H. MiHer - - -	19	B. Wilson - - -	17
Thomas Hall - - -	22	Isaac T. White - - -	15	H. F. W. Wilson - - -	17
William Paterson - - -	22	W. C. G. Morgan - - -	17	Ivor H. Richards - - -	16
David Robert James - - -	19	Thomas Morgan - - -	17	John J. Jones - - -	17
William Richard Cochlin -	20				

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
From Lundy to Dock - - -	35	£. s. d. 450 15 3	169	1,475 15 1	204	£. s. d. 1,926 10 4
From Ilfracombe to Dock - - -	53	497 8 -	121	764 17 8	174	1,263 5 8
From Nash to Dock - - -	1,525	9,800 3 1	657	2,893 8 10	2,182	12,693 11 11
From Roads to Dock - - -	2,078	4,663 16 -	596	861 12 -	2,674	5,548 8 -
TOTAL - - -	3,691	15,412 2 4	1,543	6,015 13 7	5,234	21,427 15 11

## (2.)—OUTWARDS.

From Dock to Roads - - -	1,817	3,626 19 6	465	681 4 -	2,282	4,308 3 6
From Dock to Nash - - -	1,798	11,598 15 -	914	4,004 2 2	2,712	15,602 17 2
From Dock to Ilfracombe - - -	31	313 8 4	40	311 17 6	71	625 5 10
From Dock to Lundy - - -	39	486 2 6	91	920 - 6	130	1,406 3 -
Sundries - - -	-	1,002 5 -	-	242 6 6	-	1,264 11 6
TOTAL - - -	3,685	17,047 10 4	1,510	6,159 10 8	5,195	23,207 1 -



PORT OF CARDIFF—*continued.*

## BALANCE SHEET.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance of Annuity Account - -	24,957	18	3	By cash in hand - - - - -	427	13	-
To balance of Management Account - -	930	15	1	By loans to pilots - - - - -	246	11	8
				By cash in London and Midland Bank	2,041	9	5
				By pilotages outstanding - - -	664	1	3
				By sundry debtors - - - - -	8	18	-
				By Taff Vale Railway Debentures -	3,000	-	-
				By Penarth Dock Harbour and Railway Debentures - - - - -	1,239	11	6
				By Rhymney Railway Debentures -	1,350	17	6
				By Rhymney Railway Preference Shares	2,329	4	1
				By Cardiff Corporation Stock - -	6,620	7	-
				By Midland Railway Debentures -	1,038	1	6
				By Midland Railway Preference Shares	1,315	18	6
				By Cardiff Port Sanitary Authority -	2,700	-	-
				By Newport Corporation - - - -	1,616	3	6
				By North-Eastern Railway Debentures	1,289	16	5
£.	25,888	13	4	£.	25,888	13	4

16 January 1900.

Thomas Evans, Clerk.

## PORT OF CHESTER.

*Pilotage is Free. Limits of District.—See p. 82 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 82 of Parl. Paper, No. 154 of 1889, and p. 42 of No. 181 of 1890.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Benjamin Bennett (No. 1)	45	David Price (No. 1) - -	67	Robert Edwards - -	64
Benjamin Bennett (No. 2)	47	William Edwards - -	39	Thomas Hewitt (No. 2) -	23
Stephen Hewitt - -	44	John Edwards - -	45	David Price (No. 2) -	24
Edward Hewitt - -	52	Thomas Hewitt (No. 1) -	37		

PORT OF CHESTER—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Wild Roads to East of Connah's Quay - - - - -	124	£. s. d. 72 12 1	91	81 1 4	-	- - -	1	3 18 -	-	- - -	1	2 14 -	217	160 5 5
From Wild Roads to East of Mostyn to Connah's Quay - - - - -	96	62 19 4	83	60 3 11	-	- - -	-	- - -	2	6 16 5	3	8 15 -	184	134 14 2
From Wild Roads to Mostyn - - - - -	11	9 8 5	3	2 6 -	16	30 16 2	-	- - -	2	5 16 6	1	2 10 -	34	50 17 1
From Sea to Mostyn - - - - -	1	1 - -	-	- - -	5	27 16 -	-	- - -	-	- - -	-	- - -	6	28 16 -
From Sea to Wild Roads - - - - -	-	- - -	-	- - -	22	120 5 -	-	- - -	13	65 17 -	-	- - -	35	196 2 -
From Sea to East of Mostyn to Connah's Quay - - - - -	1	1 - 3	1	1 - -	-	- - -	-	- - -	-	- - -	2	8 1 -	4	10 1 3
From Sea to East of Connah's Quay - - - - -	3	4 7 11	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	3	4 7 11
TOTAL - - - - -	226	151 8 -	178	144 11 3	24	186 17 2	1	3 18 -	18	78 9 11	7	22 - -	484	589 4 4

(2.)—OUTWARDS.

From East of Connah's Quay to Wild Roads - - - - -	115	74 12 1	64	62 19 7	-	- - -	-	- - -	-	- - -	1	1 12 -	180	159 5 8
From East of Mostyn to Connah's Quay to Wild Roads - - - - -	122	91 11 7	222	214 9 4	-	- - -	-	- - -	-	- - -	5	9 18 -	340	315 18 11
From East of Connah's Quay to Sea - - - - -	1	- 16 6	1	1 10 -	-	- - -	-	- - -	-	- - -	1	2 17 -	3	6 3 6
From East of Mostyn to Connah's Quay to Sea - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Mostyn to Wild Roads - - - - -	2	1 14 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	2	1 14 -
From Mostyn to Sea - - - - -	1	- 17 -	-	- - -	24	64 6 2	-	- - -	2	6 12 6	-	- - -	27	71 16 8
From Wild Roads to Sea - - - - -	5	10 4 6	-	- - -	11	36 17 -	-	- - -	11	31 2 9	4	6 16 -	31	88 1 2
TOTAL - - - - -	247	179 16 8	287	278 18 11	35	101 2 2	-	- - -	12	27 17 2	11	22 4 -	592	620 - -

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	589 4 4	By balance from last account -	32 1 -
{ Outward pilotage -	620 - -	By amount paid in respect of pilots	1,199 - 2
To amount of fees received from applicants for renewals of pilots' licences - - - - -	16 16 -	By rent of pilot room - - - - -	10 8 5
To amount received for fines and forfeitures from licensed pilots -	1 2 6	By rates - - - - -	- 4 6
To balance to next account - -	34 11 3	By amount paid for pilot master -	20 - -
£.	1,261 14 1	£.	1,261 14 1

7 August 1900.

Samuel Smith, Clerk.

PORT OF GLOUCESTER.

*Pilotage is Free. Limits of District.—See p. 11 of Parl. Paper, No. 154 of 1889.*

BYE-LAWS and RATES of PILOTAGE.

*See p. 11 of Parl. Paper, No. 154 of 1889.*

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
01. Albert Everett -	61	14. A. J. Williams -	40	<i>Gloucester Pilots.</i> —As Bristol Channel Pilots, for that portion of the Channel which lies eastward of Lundy Island, including the River Severn to the City of Gloucester, and the River Wye to Chepstow Bridge.
02. Enoch Brinkworth -	43	15. T. H. Morgan -	40	
1. Charles Smith -	68	16. Thomas Dimery -	42	
2. Henry Smart -	57	17. Enos Phillips -	40	
3. Thomas Hill -	56	18. A. A. Aldridge -	37	
4. William Everett -	52	19. W. H. Smith -	36	
5. George Smith -	60	20. J. W. Dowdeswell -	37	
6. John King -	50	21. W. C. Smith -	34	
7. Henry Mills -	50	22. T. H. Price -	34	
8. Frederick Pick -	49	23. J. Brinkworth -	33	
9. Henry Smith -	47	24. F. Price -	33	
10. Thomas Organ -	44	25. R. D. Morgan -	30	
11. G. W. Morgan -	43	26. Thomas Langford -	—	
12. Joseph Tanner -	43	27. Henry Griffey -	—	<i>Lydney Pilots.</i> —Between Portishead and Lydney in the River Severn.
13. R. A. Mills -	42	28. Albert John Price -	30	

PILOTS for the PORT of LYDNEY in the RIVER SEVERN.

1. Charles Cumper.	4. William Price.	7. Henry Bruton.
2. John Ashford.	5. William Savage.	8. George Lusty.
3. Samuel Everett.	6. C. W. Petheram.	

NAME of APPRENTICE.

H. Churchill.

PORT OF GLOUCESTER—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.  
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.		
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
from Lundy to Sharpness.	-	-	-	-	-	-	8	101 14 -	1	3 15 -	-	-	-	2	10 - -	37	341 17 7	48	457 6 7
from Nash to Sharpness.	-	-	-	5	20 4 7	1	3 1 6	78	965 10 3	1	1 5 -	2	4 15 10	3	5 12 3	46	330 16 10	136	1,331 6 3
from Holmes to Sharpness.	4	7 9 6	19	38 7 10	1	2 1 6	43	808 11 -	-	-	-	-	-	-	-	14	68 6 6	81	422 16 4
from Kingroad to Sharpness.	59	69 4 -	338	416 1 10	2	1 16 -	38	139 19 4	-	-	-	-	-	-	-	13	59 3 -	450	686 4 2
TOTAL - -	63	76 13 6	362	472 14 3	4	6 19 -	167	1,515 14 7	2	5 - -	2	4 15 10	5	15 12 3	110	800 3 11	715	2,897 13 4	

(2.)—OUTWARDS.

From Sharpness to Kingroad.	59	68 13 -	390	497 14 10	1	1 1 -	23	69 7 -	1	1 5 -	5	18 4 -	-	-	7	29 6 -	486	685 10 10
From Sharpness to Holmes.	-	-	82	670 - 4	-	-	8	55 4 6	-	-	36	212 8 -	-	-	10	50 4 6	136	996 17 4
From Sharpness to Nash.	-	-	35	396 18 10	-	-	8	121 18 4	-	-	9	83 19 4	-	-	10	98 16 -	63	701 12 6
From Sharpness to Lundy.	-	-	-	-	-	-	1	11 5 -	-	-	4	43 9 6	-	-	-	-	5	54 14 6
TOTAL - -	59	68 13 -	607	1,564 14 -	1	1 1 -	40	257 14 10	1	1 5 -	54	358 - 10	-	-	27	187 6 6	689	2,428 15 2

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.	£. s. d.
To balance brought from last account - -	427 5 1	By amount paid in respect of—		
To gross amount { Inward pilotage - -	2,897 13 4	Pilots - - - - -	5,336 8 6	
received for { Outward pilotage - -	2,438 15 2	Less, poundage - - -	266 16 5	
To Lydney pilotage - - - - -	296 2 -			5,069 12 1
To amount of fees received from applicants for—		Lydney pilots - - - - -		296 2 -
Pilots' licences (5) - - - - -	7 7 -	By amount paid as contributions to pilots' pension or superannuation fund - -		115 15 -
Renewals of pilots' licences (35) - -	33 1 6	By amount paid for secretary - - -		50 - -
To amount received from other sources:		By amount paid for examiners or examina- tions - - - - -		6 10 -
Lydney poundage - - - - -	14 16 1	By amount paid for other officers - - -		84 - -
Interest - - - - -	202 10 8	By amount paid for stamps and cheque books		9 11 5
Collector's fees - - - - -	32 1 -	By amount paid for stationery and printing -		17 12 -
Instalment of loan from Gloucester Har- bour Board, principal and interest -	4 15 5	By amount paid for surveys and train fares -		17 11 3
		By amount paid for guarantee premium and collector of pilotage - - - - -		1 11 3
		By investment in Sharpness Docks Bond -		400 - -
		By loan to pilot - - - - -		7 10 -
		By balance carried to next account - -		278 12 3
£.	6,354 7 3	£.		6,354 7 3

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or  
SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots' poundage - - - - -	115 15 -	By amount paid for pensions or super- annuations to pilots (5) - - - - -	56 - -
		By amount paid for pensions or super- annuations to widows (9) - - - - -	59 15 -
£.	115 15 -	£.	115 15 -

16 May 1900.

Philip Cooke, Secretary.

PORT OF KING'S LYNN.

Pilotage is Compulsory between Lynn Harbour and Lynn Roads, but not in the Outer Districts.

Limits of District.—See p. 97 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 97 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Edward Greenacre -	55	George Blythe -	42	To pilot ships between the Lynn Well Light Ship and Lynn Harbour.
William Green Dent -	46	William Potter -	40	
Edward Walter Haines -	44	Edward Neal -	36	
John Gamble -	48	Arthur Catton -	29	
George James Creak -	44	Thomas Henry Petts -	29	
William Gamble -	46			

NAMES of APPRENTICES.

John Goodson, aged 27 | John W. Smith, aged 24

RATES of PILOTAGE.

See p. 15 of Parl. Paper, No. 160 of 1894.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Lynn Well to Lynn Roads	-	£. s. d. - - -	1	£. s. d. 3 14 -	-	£. s. d. - - -	2	£. s. d. 5 4 -	3	£. s. d. 8 18 -
From Roaring Middle to Lynn Roads.	7	10 17 -	56	107 19 6	-	- - -	80	127 9 9	143	246 6 3
From Lynn Roads to Lynn Har- bour.	270	173 1 6	139	218 - 3	1	1 - -	254	325 8 -	664	717 9 9
TOTAL - - -	277	183 18 6	196	329 13 9	1	1 - -	336	458 1 9	810	972 14 -

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads.	288	182 1 11	136	174 13 9	1	1 6 -	254	323 14 3	679	681 15 11
From Lynn Roads to Roaring Middle.	3	5 14 9	63	89 17 9	-	- - -	44	71 8 9	110	167 1 3
From Lynn Roads to Lynn Well -	-	- - -	2	4 14 -	-	- - -	8	20 12 -	10	25 6 -
TOTAL - - -	291	187 16 8	201	269 5 6	1	1 6 -	306	415 15 -	799	874 3 2

Note.—The books do not distinguish vessels towed by steam from others.

PORT OF KING'S LYNN—*continued.*

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for { Inward pilotage -	972 14 -	By amount paid in respect of pilots -	1,618 12 3
		By amount paid in respect of pilot boats	100 - -
		By amount paid as contributions to pilots' pension or superannuation fund	29 6 -
To amount of fees received from applicants for renewals of masters and mates' certificates (9) - - -	2 15 -	By amount paid in respect of other expenses of pilotage authority -	32 10 3
To amount received for fines and forfeitures from licensed pilots -	1 18 6	By amount paid for wages of assistants	104 - -
To amount received from extra services	11 8 1	By balance carried to general account of Board - - - - -	2 15 -
To amount received from detention -	19 13 8		
£.	1,882 12 6	£.	1,882 12 6

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - -	29 6 -	By amount paid for pensions or superannuations to pilots (2) - - -	37 10 -
To amount received as contributions to superannuation and pension fund from other sources - - - -	46 8 7	By amount paid for premiums on ten deferred annuity contracts with Post Office - - - - -	38 4 7
£.	75 14 7	£.	75 14 7

5 February 1900.

*H. de C. Woodward, Clerk.*

## PORT OF LANCASTER.

*Pilotage is Compulsory, except as regards vessels in ballast or coasters.**Limits of District.—See p. 87 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, RULES and REGULATIONS.

*See p. 87 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.	NAMES.	Ages.	Service for which Licensed.
Richard Bagot -	45	From Sea to Glasgow Dock.	Richard Bagot -	45	From Sunderland to Lancaster.
Richard Wm. Gardner	42		Richard Wm. Gardner	42	
Robert Roskell -	55		Thomas Spencer -	42	
Richard Wright -	—		James Gardner -	31	

## RATES of PILOTAGE.

*See p. 89 of Parl. Paper, No. 154 of 1889.*

PORT OF LANCASTER—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasston - - -	-	-	-	-	10	51 16 3	-	-	4	23 11 -	14	75 7 3
Ditto - ditto - - -	-	-	-	-	6	25 10 -	-	-	1	5 6 7	7	30 16 7
Ditto - ditto - - -	-	-	-	-	1	2 18 6	-	-	-	-	1	2 18 6
Ditto - ditto - - -	-	-	-	-	1	2 13 7	-	-	1	3 7 10	2	6 1 5
Ditto - ditto - - -	-	-	-	-	2	5 14 5	-	-	2	4 8 3	4	10 2 8
Ditto - ditto - - -	1	2 1 3	-	-	-	-	-	-	-	-	1	2 1 3
Ditto - ditto - - -	18	20 7 -	-	-	-	-	-	-	-	-	18	20 7 -
Ditto - ditto - - -	-	-	-	-	-	-	-	-	1	5 8 -	1	5 8 -
Ditto - ditto - - -	-	-	-	-	8	33 12 -	-	-	-	-	8	33 12 -
Ditto - ditto - - -	-	-	-	-	1	1 2 9	-	-	-	-	1	1 2 9
Ditto - ditto - - -	-	-	-	-	2	3 15 6	-	-	1	1 16 -	3	5 11 6
Ditto - ditto - - -	2	2 10 3	-	-	-	-	-	-	-	-	2	2 10 3
Ditto - ditto - - -	26	30 5 -	-	-	-	-	-	-	-	-	26	30 5 -
Ditto - ditto - - -	3	1 12 6	-	-	-	-	-	-	-	-	3	1 12 6
Ditto - ditto - - -	-	-	-	-	1	4 4 -	-	-	-	-	1	4 4 -
Ditto - ditto - - -	-	-	-	-	2	5 10 8	-	-	-	-	2	5 10 8
Ditto - ditto - - -	-	-	-	-	1	2 2 -	-	-	-	-	1	2 2 -
From Glasston to Lancaster	16	19 2 -	-	-	-	-	-	-	-	-	16	19 2 -
Ditto - ditto - - -	2	1 1 4	-	-	-	-	-	-	-	-	2	1 1 4
Ditto - ditto - - -	13	4 1 10	-	-	-	-	-	-	-	-	13	4 1 10
Ditto - ditto - - -	13	14 12 -	-	-	-	-	-	-	-	-	13	14 12 -
Ditto - ditto - - -	15	4 10 -	-	-	-	-	-	-	-	-	15	4 10 -
Ditto - ditto - - -	11	12 6 -	-	-	-	-	-	-	-	-	11	12 6 -
Ditto - ditto - - -	3	1 15 -	-	-	-	-	-	-	-	-	3	1 15 -
Ditto - ditto - - -	14	3 16 -	-	-	-	-	-	-	-	-	14	3 16 -
Ditto - ditto - - -	15	17 8 -	-	-	-	-	-	-	-	-	15	17 8 -
Ditto - ditto - - -	4	2 5 4	-	-	-	-	-	-	-	-	4	2 5 4
Ditto - ditto - - -	14	4 7 6	-	-	-	-	-	-	-	-	14	4 7 6
TOTAL - - -	170	142 1 -	-	-	35	138 19 8	-	-	10	43 17 8	215	324 14 4

## (2.)—OUTWARDS.

From Glasston to Sea -	-	-	-	-	2	5 17 -	-	-	1	2 16 1	3	8 13 1
Ditto - ditto -	-	-	-	-	-	-	-	-	2	4 9 -	2	4 9 -
Ditto - ditto -	-	-	-	-	6	10 9 8	-	-	1	2 - 7	7	12 10 3
Ditto - ditto -	-	-	-	-	5	7 16 6	-	-	-	-	5	7 16 6
Ditto - ditto -	2	1 15 -	-	-	-	-	-	-	-	-	2	1 15 -
Ditto - ditto -	-	-	-	-	-	-	-	-	2	4 2 7	2	4 2 7
Ditto - ditto -	-	-	-	-	5	8 13 11	-	-	2	2 18 3	7	11 12 3
Ditto - ditto -	-	-	-	-	1	1 14 6	-	-	-	-	1	1 14 6
Ditto - ditto -	-	-	-	-	9	12 15 10	-	-	-	-	9	12 15 10
Ditto - ditto -	5	5 1 -	-	-	-	-	-	-	-	-	5	5 1 -
Ditto - ditto -	1	- 8 -	-	-	-	-	-	-	-	-	1	- 8 -
Ditto - ditto -	-	-	-	-	4	4 19 5	-	-	-	-	4	4 19 5
From Lancaster to Abbey -	7	3 16 -	-	-	-	-	-	-	-	-	7	3 16 -
Ditto - ditto -	3	- 15 -	-	-	-	-	-	-	-	-	3	- 15 -
Ditto - ditto -	4	4 11 -	-	-	-	-	-	-	-	-	4	4 11 -
Ditto - ditto -	5	2 14 8	-	-	-	-	-	-	-	-	5	2 14 8
Ditto - ditto -	5	1 1 -	-	-	-	-	-	-	-	-	5	1 1 -
Ditto - ditto -	3	3 11 -	-	-	-	-	-	-	-	-	3	3 11 -
Ditto - ditto -	3	1 15 4	-	-	-	-	-	-	-	-	3	1 15 4
Ditto - ditto -	13	4 3 6	-	-	-	-	-	-	-	-	13	4 3 6
Ditto - ditto -	8	4 - -	-	-	-	-	-	-	-	-	8	4 - -
Ditto - ditto -	4	2 6 -	-	-	-	-	-	-	-	-	4	2 6 -
TOTAL - - -	63	35 17 6	-	-	33	52 6 10	-	-	8	16 6 6	103	104 10 10

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	324 18 4	By amount paid in respect of pilots -		429 9 2
	Outward pilotage	104 10 10			
	£.	429 9 2		£.	429 9 2

12 February 1900.

Adam Russell, Secretary.

## PORT OF LIVERPOOL.

*Pilotage is Compulsory. Limits of District.—See p. 104 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, &amp;c.

*See p. 107 of Parl. Paper, No. 154 of 1889; p. 17 of Parl. Paper, No. 251 of 1891; and p. 29 of Parl. Paper, No. 290 of 1897.*

## NAMES and AGES of PILOTS, &amp;c.

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
STEAM PILOT BOAT, No. 1. "FRANCIS HENDERSON."				Steam Pilot Boat, No. 1. "Francis Henderson"— <i>continued.</i>			
John B. Sale -	47	1st Master -	1st Class.	Charles Parkinson -	28	Pilot -	1st Class.
Charles E. Cannan -	40	2nd „ -	ditto.	James Smith -	63	ditto -	2nd Class.
William R. Buckley	57	Shoremaster	ditto.	William Jones -	53	ditto -	ditto.
Richard Williams -	66	Pilot -	ditto.	Charles E. Vernon -	29	ditto -	ditto.
Thomas Reason -	59	ditto -	ditto.	John M. Roberts -	28	ditto -	3rd Class.
Henry J. Hughes -	58	ditto -	ditto.	William Pemberton -	26	ditto -	ditto.
William Owen -	62	ditto -	ditto.	Duncan D. McIntosh	27	ditto -	ditto.
John Maybrick -	58	ditto -	ditto.	Gilbert H. Tongne -	25	ditto -	ditto.
William Hughes -	56	ditto -	ditto.	John Lord -	26	ditto -	ditto.
Richard Leigh -	55	ditto -	ditto.	William A. Adams -	24	ditto -	ditto.
Richard Taggart -	58	ditto -	ditto.	John McWhor -	23	Boathand -	Unlicensel.
James S. Warden -	53	ditto -	ditto.	Robert G. Jones -	23	ditto -	ditto.
William Roberts -	53	ditto -	ditto.	Thomas W. Schofield	20	ditto -	ditto.
Henry P. Parry -	49	ditto -	ditto.	Thomas W. Hughes	18	ditto -	ditto.
George McAllister -	48	ditto -	ditto.	George Parker -	18	ditto -	ditto.
Henry Laver -	47	ditto -	ditto.	William M. Thomas	18	ditto -	ditto.
Henry L. Parry -	47	ditto -	ditto.	John H. Culligan -	17	Candidate -	ditto.
Hugh Evans -	48	ditto -	ditto.	William J. Pycraft -	16	ditto -	ditto.
William Davies -	48	ditto -	ditto.	George McMullan -	16	ditto -	ditto.
John Evans -	48	ditto -	ditto.				
David Jones -	45	ditto -	ditto.	STEAM PILOT BOAT, No. 2. "LEONARD SPEAR."			
Daniel Jones -	45	ditto -	ditto.	Richard Parry -	50	1st Master -	1st Class.
John I. Jones -	40	ditto -	ditto.	John Lewis -	40	2nd „ -	ditto.
Edward S. Chamberlin	41	ditto -	ditto.	Brereton P. Evans -	66	Pilot -	ditto.
Charles H. Barnard -	41	ditto -	ditto.	William R. Owen -	59	ditto -	ditto.
William Austin -	40	ditto -	ditto.	David Evans -	57	ditto -	ditto.
Benjamin Llewellyn -	39	ditto -	ditto.	William Jones -	57	ditto -	ditto.
James B. Godfrey -	38	ditto -	ditto.	John M. Horswell -	57	ditto -	ditto.
Samuel Hughes -	38	ditto -	ditto.	Thomas Clayton -	54	ditto -	ditto.
Robert Taggart -	38	ditto -	ditto.	Thomas Dixon -	53	ditto -	ditto.
Thomas H. Griffiths	36	ditto -	ditto.	George Dawson -	54	ditto -	ditto.
Morris W. Roberts -	36	ditto -	ditto.	James S. Holmes -	55	ditto -	ditto.
Edward J. W. Evans	35	ditto -	ditto.	John S. Cottier -	51	ditto -	ditto.
William J. Taggart -	35	ditto -	ditto.	David Christie -	47	ditto -	ditto.
Ernest N. Morrison -	35	ditto -	ditto.	Isaac Bell -	51	ditto -	ditto.
Richard A. Lewis -	32	ditto -	ditto.	William W. Webster	50	ditto -	ditto.
Joseph H. Manifold	34	ditto -	ditto.	Charles F. Felton -	51	ditto -	ditto.
Samuel W. Liversage	33	ditto -	ditto.	Robert H. Boulton -	48	ditto -	ditto.
Cornelius A. Trantor	34	ditto -	ditto.	Frederick A. Roberts	44	ditto -	ditto.
Albert Jones -	30	ditto -	ditto.	Robert J. Pedder -	41	ditto -	ditto.
Samuel E. Spicer -	30	ditto -	ditto.	David Pritchard	42	ditto -	ditto.
Frank Dalziel -	30	ditto -	ditto.	Richard Littler	41	ditto -	ditto.

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
Steam Pilot Boat, No. 2. "Leonard Spear"— <i>continued.</i>				Steam Pilot Boat, No. 3. "Queen Victoria"— <i>continued.</i>			
Alexander Abernethy	42	Pilot	1st Class.	William H. Dawson	56	Pilot	1st Class.
George P. Buckley	41	ditto	ditto.	Richard B. Courtney	56	ditto	ditto.
Ellis W. Hamer	41	ditto	ditto.	Henry J. Evans	56	ditto	ditto.
Herbert V. Worrall	40	ditto	ditto.	William Harrison	53	ditto	ditto.
Thomas K. Dixon	39	ditto	ditto.	Jonathan Hetherington	54	ditto	ditto.
Harry E. Williams	36	ditto	ditto.	Edward M. Jones	53	ditto	ditto.
William A. Smith	36	ditto	ditto.	John J. Campbell	52	ditto	ditto.
Frank Wilkinson	33	ditto	ditto.	John Bebington	53	ditto	ditto.
William A. McIntosh	35	ditto	ditto.	John G. Jones	49	ditto	ditto.
Frederick Rogers	34	ditto	ditto.	William H. Colquitt	47	ditto	ditto.
Alexander Donaldson	34	ditto	ditto.	William Backhouse	46	ditto	ditto.
James McCallister	33	ditto	ditto.	Thomas Owen	47	ditto	ditto.
Henry J. Evans	35	ditto	ditto.	Thomas E. Parry	47	ditto	ditto.
William A. J. Williams	32	ditto	ditto.	Richard J. Gore	45	ditto	ditto.
George H. Clark	34	ditto	ditto.	David S. Jones	43	ditto	ditto.
George Holden	33	ditto	ditto.	John A. E. Martin	43	ditto	ditto.
William C. Mylchreest	33	ditto	ditto.	John Davies	41	ditto	ditto.
James Parkinson	30	ditto	ditto.	James Wookey	41	ditto	ditto.
John R. Martin	29	ditto	ditto.	Nicholas Kelly	40	ditto	ditto.
George R. Meadows	31	ditto	ditto.	Edward J. Ledder	40	ditto	ditto.
George T. Collins	29	ditto	ditto.	Robert L. Roberts	41	ditto	ditto.
Charles Kelly	30	ditto	ditto.	George H. R. Lewis	38	ditto	ditto.
John W. White	29	ditto	ditto.	James Allan	40	ditto	ditto.
Thomas Strother	57	ditto	2nd Class.	Henry Roberts	36	ditto	ditto.
John T. Bresnen	28	ditto	ditto.	James Cousins	36	ditto	ditto.
William C. Wilcox	30	ditto	ditto.	Benjamin Ellis	34	ditto	ditto.
Adam J. Corfe	27	ditto	3rd Class.	Thomas Banks	32	ditto	ditto.
William E. Sumner	28	ditto	ditto.	Thomas H. Peterson	35	ditto	ditto.
William H. Buckley	28	ditto	ditto.	Richard Shaw	34	ditto	ditto.
William J. Holmes	27	ditto	ditto.	William T. Ankers	34	ditto	ditto.
William L. E. Holden	25	ditto	ditto.	William G. Harrison	31	ditto	ditto.
Robert Worrall	26	ditto	ditto.	William Edmonds	30	ditto	ditto.
John O. Edelsten	23	Boathand	Unlicensed.	William B. Thompson	30	ditto	ditto.
Samuel B. Deakin	23	ditto	ditto.	Hugh L. Williams	29	ditto	ditto.
Thomas E. Crellin	23	ditto	ditto.	John W. Jones	46	ditto	2nd Class.
Frederick Parkinson	21	ditto	ditto.	William Bird	29	ditto	ditto.
James Mills	17	ditto	ditto.	John H. Eccleston	28	ditto	ditto.
Bertram McP. Bibby	17	Candidate	ditto.	William P. Gaskell	28	ditto	3rd Class.
Andrew H. Wilcox	16	ditto	ditto.	Matthew N. Cameron	28	ditto	ditto.
Thomas Gerrard	18	ditto	ditto.	William Williams	28	ditto	ditto.
William A. Crafter	17	ditto	ditto.	Samuel Jones	27	ditto	ditto.
				Albert E. Ankers	26	ditto	ditto.
				Albert E. Pauling	24	Boathand	Unlicensed.
				Robert G. Tregenza	23	ditto	ditto.
				George Sale	22	ditto	ditto.
				William T. Owen	19	ditto	ditto.
				William H. Wilcox	18	ditto	ditto.
				George Buckley	18	Candidate	ditto.
				Fred Carter	16	ditto	ditto.
				Herbert Linaker	17	ditto	ditto.
				George Brazendale	17	ditto	ditto.
STEAM PILOT BOAT, No. 3. "QUEEN VICTORIA."				STEAM PILOT BOAT, No. 4. "DAVID FERNIE."			
Joseph E. Sumner	59	1st Master	1st Class.	Thomas Edwards	61	1st Master	1st Class.
William H. Jevons	42	2nd "	ditto.	Nicholas Morgan	37	2nd "	ditto.
Frederick Schaivi	50	Shoremaster	ditto.				
William Evans	60	Pilot	ditto.				
Hugh Jones	61	ditto	ditto.				
George F. Parkinson	61	ditto	ditto.				
John B. Sumner	59	ditto	ditto.				
John Hughes	60	ditto	ditto.				
John Williams	58	ditto	ditto.				
John Shepherd	58	ditto	ditto.				
John H. Wilson	56	ditto	ditto.				

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
Steam Pilot Boat, No. 4. "David Fernie"— <i>continued.</i>				Steam Pilot Boat, No. 4. "David Fernie"— <i>continued.</i>			
Thomas B. Bark	67	Pilot	1st Class.	William A. Dixon	38	Pilot	1st Class.
James McLean	62	ditto	ditto.	James F. Jones	37	ditto	ditto.
John Henderson	59	ditto	ditto.	Thomas F. Boyd	37	ditto	ditto.
Henry Dean	58	ditto	ditto.	John W. P. Durrant	37	ditto	ditto.
Henry S. Blundell	57	ditto	ditto.	Frederick J. Loveridge	36	ditto	ditto.
John Hughes	63	ditto	ditto.	Robert J. Durrant	34	ditto	ditto.
Edward Woods	56	ditto	ditto.	Albert Lever	33	ditto	ditto.
William Roberts	56	ditto	ditto.	David Cannan	35	ditto	ditto.
William Evans	57	ditto	ditto.	William J. Frederickson.	32	ditto	ditto.
George Parry	52	ditto	ditto.	Hugh Roberts	34	ditto	ditto.
Henry J. Manchester	48	ditto	ditto.	Hugh T. Hughes	33	ditto	ditto.
John R. Jones	48	ditto	ditto.	Frederick A. Peterson	33	ditto	ditto.
George H. Jones	46	ditto	ditto.	William C. Radcliffe	31	ditto	ditto.
William H. Davies	43	ditto	ditto.	George D. H. Hood	29	ditto	ditto.
Alfred G. Pearce	46	ditto	ditto.	Charles H. Caldwell	29	ditto	ditto.
John A. Rutherford	45	ditto	ditto.	Bruce Thompson	28	ditto	3rd Class.
John Bell	43	ditto	ditto.	Matthew N. Bird	28	ditto	ditto.
John A. Partington	46	ditto	ditto.	William T. Small	27	ditto	ditto.
John Tomkinson	44	ditto	ditto.	Everett G. Bibby	24	ditto	ditto.
John O. Strange	44	ditto	ditto.	James H. Goodall	26	ditto	ditto.
Robert D. Garden	46	ditto	ditto.	Harry Fisher	26	ditto	ditto.
William J. Felton	43	ditto	ditto.	Charles W. Webster	24	ditto	ditto.
Edward C. Harris	42	ditto	ditto.	Thomas A. Williams	24	Boathand	Unlicensed.
Robert Allen	42	ditto	ditto.	James B. Mills	22	ditto	ditto.
Frederick W. T. Penney	40	ditto	ditto.	Charles E. Andrews	19	ditto	ditto.
John J. Peterson	40	ditto	ditto.	Lewis Jones	19	ditto	ditto.
Samuel W. Hughes	39	ditto	ditto.	Austin Cavanagh	18	ditto	ditto.
Thomas F. Inkester	41	ditto	ditto.	Charles T. Craymer	17	Candidate	ditto.
Thomas H. Griffiths	42	ditto	ditto.	James F. W. Worrall	17	ditto	ditto.
Frank Edwards	39	ditto	ditto.	Alexander McLeod	18	ditto	ditto.
George W. Barnard	39	ditto	ditto.	Harry Barnes	16	ditto	ditto.

## RATES of PILOTAGE.

See pp. 118 and 119 of Parl. Paper, No. 154 of 1889.

## PORT OF LIVERPOOL.—continued.

RETURN, pursuant to the 585th Section of "The Merchant Shipping Act, 1894," of the Total Amount received for PILOTAGE of VESSELS Into and Out of the Port of LIVERPOOL, in the Year 1899, distinguishing the Amounts received from BRITISH VESSELS and from FOREIGN VESSELS respectively, together with the Number of the Vessels paying such Amounts.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.			
	COASTERS.		OVERSEA.		OVERSEA.		OVERSEA.		No.	Pilotage Rates (the Property of the Pilots), Levied for the Pilots' Services.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.
	No.	Pilotage Rates (the Property of the Pilots), Levied for the Pilots' Services.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.	No.	Pilotage Rates (the Property of the Pilots), Levied for the Pilots' Services.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.				
From West of Ormeshead to Liver- pool . . . . .	207	£. s. d. 423 9 9	£. s. d. 148 11 10	£. s. d. 573 1 7	3,048	£. s. d. 20,033 11 3	£. s. d. 6,970 9 9	£. s. d. 27,004 1 -	819	£. s. d. 4,681 14 8	£. s. d. 1,459 14 4	£. s. d. 6,141 9 -
From East of Ormeshead to Liver- pool . . . . .	576	1,008 2 7	356 2 10	1,364 5 5	512	2,436 19 -	924 6 3	3,561 6 3	403	1,702 2 9	595 10 3	2,297 13 -
TOTAL . . . . .	783	1,431 12 4	504 14 8	1,936 7 -	3,570	22,070 10 3	7,894 16 -	30,565 6 3	1,222	6,383 17 5	2,155 4 7	8,439 2 -
(2.)—OUTWARDS.												
From Liverpool to Liverpool Bar { Light Vessel or Horse Chan- nel Fairway Buoy, and in some cases beyond . . . . .	1,222	1,150 9 8	400 13 2	1,551 2 10	3,501	12,339 3 6	3,417 4 5	15,756 7 11	1,248	3,157 3 10	961 5 5	4,118 9 3
TOTAL, INWARDS AND OUTWARDS . . . . .												
Add,—Sundry charges in connection with Pilotage, such as transporting, days in river, detention at sea, travelling expenses, &c. . . . .												
GRAND TOTAL . . . . .												

11,546 47,032 17 - 15,333 18 3 62,366 15 3

2,025 2 11 328 19 7 3,354 2 6

50,037 10 11 15,802 17 10 65,720 17 9



## PORT OF LLANELLY.

*Pilotage is Free. Limits of District.—See p. 122 of Parl. Paper, No. 154 of 1899.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 122 of Parl. Paper, No. 154 of 1899.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Thomas - -	71	John Treharne - -	59	Robert Richards - -	46
William Williams - -	61	Richard Thomas - -	60	William James - -	42
David Bonnell - -	66	John Richards - -	47	John Williams - -	42
Richard Arnold - -	60	David Charles - -	49	Joseph Bowen - -	47
William Richards - -	68	Thomas Jenkins - -	49	David Arnold - -	34
Richard Richards - -	66	John James - -	48	Fred Davies - -	33
Isaac Arnold - -	62	Thomas Davies - -	50		

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Llanelly -	443	£. s. d. 654 7 6	127	£. s. d. 346 12 6	24	£. s. d. 52 1 4	115	£. s. d. 189 7 6	709	£. s. d. 1,242 8 10

## (2.)—OUTWARDS.

From Llanelly to Sea -	325	316 17 4	190	372 4 6	12	14 15 2	132	253 18 7	659	957 15 7
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*Note.—No difference in rates, whether towed or not.*

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	152 1 -	By amount paid in respect of pilots -	1,866 8 4
To gross amount received for {	Inward pilotage -	By amount paid in respect of pilot boats -	161 14 -
	Outward pilotage -	By amount paid in respect of contributions to pilots' pension or superannuation fund -	164 1 6
		By balance carried to next account -	160 1 7
	£. 2,352 5 5		£. 2,352 5 5

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,442 1 7	By amount paid for pensions or superannuations to pilots (16) -	99 10 6
To amount received as contribution to superannuation and pension fund from pilots -	164 1 6	By amount paid for pensions or superannuations to widows (12) -	53 13 6
To amount received from other sources	50 17 8	By amount paid for six years' commission wrongly debited to harbour account and now adjusted -	153 - 2
		By balance carried to next account -	1,350 16 7
	£. 1,657 - 9		£. 1,657 - 9

28 February 1900.

Henry W. Spowar, Clerk.

## PORT OF NEWPORT (MONMOUTH).

*Pilotage is Free. Limits of District.—See p. 56 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

*See p. 24 of Parl. Paper, No. 210 of 1896.*

At the Court at Windsor, the 14th day of July 1899.

Present:—The Queen's most Excellent Majesty in Council.

WHEREAS by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do all or any of the things specified in section 582; but that a bye-law so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council:

And whereas the Pilotage Board for the Port of Newport, Monmouthshire, made and submitted for the confirmation of Her Majesty certain pilotage rates, bye-laws, and regulations which were approved by Order in Council dated the 3rd day of October 1895:

And whereas the said Pilotage Board have made and submitted for the confirmation of Her Majesty a new bye-law, as set forth in the schedule hereto annexed, in

substitution for bye-law No. 11 of the rates, bye-laws, and regulations referred to above:

And whereas the provisions of section 1 of the Rules Publication Act, 1893, have been complied with:

And whereas it has been made to appear to Her Majesty that the proposed bye-law is proper and reasonable:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, is pleased to approve of, and doth by this Order confirm, from and after the date of this Order, the said bye-law, as set forth in the schedule hereto annexed, in substitution for bye-law No. 11 of the rates, bye-laws, and regulations hitherto in force.

*A. W. Fitzroy.*

## SCHEDULE.

"11. Any master or mate of a vessel who holds a certificate under the Board to enable him to pilot his vessel within any portion of the district under the jurisdiction of the Board shall, for every time he may, having passengers on board his vessel, navigate such vessel within the waters of the district over which he is licensed, pay into the Newport pilotage fund a sum not exceeding 5 per cent. of the amount of pilotage which the vessel of which he is in charge would have paid had the

services of a licensed pilot been engaged, and every such master or mate shall, within a month of the 30th June and 31st December in each year, make a return to the clerk of the Board of such services rendered by him during the previous six months (but such payment shall not entitle any such master or mate to a participation in any of the benefits of the said fund), under a penalty of not exceeding 5*l.* for every breach thereof."

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Arthur Wheeler - -	59	Nicholas Kearney - -	58	To pilot vessels over that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including Kingroad and the River Usk as far as Caerleon Bridge.
J. M. Brown - - -	57	Frank Ridge - - -	54	
Henry Hore - - -	52	Isaac Davies* - - -	57	
William Watts - -	59	C. Williams - - -	30	
James T. Lewis* - -	42	Thomas Cox* - - -	57	
Thomas S. Weeks - -	65	Richard Ireland - -	50	
Edwin Barnes - - -	43	W. H. Fisher - - -	58	
John Thompson* - -	44	J. Comerford - - -	39	
Rees Jones* - - -	44	Isaac Gilmore - - -	53	
Elijah Cox* - - -	43	John H. Cox* - - -	51	
John G. Gould - - -	60	William Thompson* -	47	
David Phillips - -	46	William J. Evans - -	46	
William J. Pearce -	86	John Gilmore - - -	49	
Henry C. Edmunds -	48	H. T. Goldsworthy -	39	
Samuel J. Small - -	52	J. Davies - - -	38	
James Lewis - - -	62	James McAtee - - -	39	
Charles Ebsworth -	50	Henry J. Fry - - -	40	
John Davies* - - -	53	T. J. Ray - - -	36	
Thomas G. Jones - -	40	W. J. Bowden - - -	37	
John Phillips - - -	38	G. A. Goldsworthy -	37	
Joseph Cox* - - -	48	D. S. Davies - - -	36	
William Ray - - -	41	Thomas Leonard - -	37	
M. H. Griffiths - -	37	Peter Campbell - -	48	
James Pearce - - -	64	Allan Livingstone -	88	
Thomas E. Perry - -	57			

\* Those persons against whom an asterisk (\*) is placed are not acting immediately under this Authority, but are partly under the control of the Barry Pilotage Board.

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Nutt Cox - -	20	George James Buck -	19	John Ash Williams -	16
Alfred William Wyon -	19	Robert Bowen - - -	18	William Merton Edwards	17
James George Small -	17	Bertram Collings -	19	George Stanley Burnett	15
Wilfred George Gould -	16	Henry Augustus Small -	15	Evans.	
Fred Gapper - - -	16	Benjamin Fisher - -	15	Willie John Pring - -	16
Frederick Henry Thomas	16	Arthur Edward Jones -	15	William Wallace Ireland -	15
Goldsworthy.					

PORT OF NEWPORT (MONMOUTH)—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.								TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.				OVERSEA.					
	Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
NEWPORT.														
From River's Mouth to Newport	77	£. s. d. 132 14 6	123	£. s. d. 172 15 6	-	- - -	9	£. s. d. 12 5 -	-	- - -	29	£. s. d. 44 11 6	243	£. s. d. 362 6 6
From Holmes to Newport	300	809 2 6	301	852 1 -	-	- - -	22	47 7 -	-	- - -	44	121 17 -	647	1,330 7 6
From Nash Point to Newport	304	1,732 - -	271	1,633 15 -	-	- - -	60	214 5 6	-	- - -	258	1,169 8 6	893	4,799 9 -
From Ilfracombe to Newport	15	108 5 6	12	111 10 -	-	- - -	14	65 - 6	-	- - -	40	246 10 -	81	531 6 -
From Lundy Island to Newport	47	359 6 -	14	167 16 -	-	- - -	6	38 15 -	-	- - -	74	696 1 6	141	1,251 18 6
CARDIFF.														
From Lundy Island to Cardiff Roads	3	26 - -	2	21 - -	-	- - -	2	12 - 10	-	- - -	9	57 10 -	16	116 10 10
From Ilfracombe to Cardiff Roads	-	- - -	2	15 5 -	-	- - -	-	- - -	-	- - -	7	32 10 -	9	47 15 -
From Nash Point to Cardiff Roads	6	18 5 -	10	29 5 -	-	- - -	4	7 7 6	-	- - -	4	9 15 -	24	64 12 6
BRISTOL.														
From Lundy Island to Kingroad	-	- - -	2	13 13 6	-	- - -	-	- - -	-	- - -	4	24 12 6	6	28 6 -
From Ilfracombe to Kingroad	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	4	13 19 -	4	13 19 -
From Minehead to Kingroad	-	- - -	2	15 - -	-	- - -	-	- - -	-	- - -	5	14 2 6	7	29 2 6
GLOUCESTER.														
From Lundy Island to Kingroad	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Nash Point to Kingroad	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	2	7 10 -	2	7 10 -
BARRY.														
From Lundy Island to Barry Roads	2	20 - -	-	- - -	-	- - -	1	4 16 8	-	- - -	7	56 6 8	10	81 3 4
From Ilfracombe to Barry Roads	3	17 8 4	-	- - -	-	- - -	-	- - -	-	- - -	1	5 18 4	4	23 6 8
From Nash Point to Barry Roads	-	- - -	1	2 13 4	-	- - -	-	- - -	-	- - -	-	- - -	1	2 13 4
Extraordinary Services	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
Tides Work	-	- - -	-	- - -	899	1,004 6 6	-	- - -	-	- - -	-	- - -	899	1,004 6 6
TOTAL	757	3,223 1 10	745	3,084 14 4	899	1,004 6 6	118	401 18 -	-	- - -	488	2,490 12 6	3,007	10,204 12 2

## (2.)—OUTWARDS.

<b>NEWPORT.</b>														
From Newport to River's Mouth -	80	108 8 -	121	155 3 6	-	- - -	2	1 15 -	-	- - -	9	11 16 -	212	272 2 6
From Newport to Holmes -	214	527 14 -	336	923 10 -	-	- - -	42	114 5 -	-	- - -	55	123 1 6	647	1,658 10 6
From Newport to Nash Point -	50	306 4 6	619	3,625 17 6	-	- - -	28	91 18 6	-	- - -	332	1,413 16 6	1,029	5,437 17 -
From Newport to Ilfracombe -	5	22 4 6	12	116 6 8	-	- - -	1	9 10 -	-	- - -	8	57 19 6	27	207 19 8
From Newport to Lundy Island -	9	90 1 6	17	209 15 -	-	- - -	-	- - -	-	- - -	46	457 5 6	73	766 12 -
<b>CARDIFF.</b>														
From Cardiff Roads to Lundy Island	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Cardiff Roads to Ilfracombe	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Cardiff Roads to Nash Point	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
<b>GLOUCESTER.</b>														
From Kingroad to Lundy Island -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Kingroad to Nash Point -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
Days' Attendance - - - -	-	- - -	-	- - -	65	34 2 -	-	- - -	-	- - -	-	- - -	65	34 2 -
<b>TOTAL - - -</b>	<b>358</b>	<b>1,049 12 6</b>	<b>1,105</b>	<b>5,030 12 8</b>	<b>65</b>	<b>34 2 -</b>	<b>75</b>	<b>228 8 6</b>	<b>-</b>	<b>- - -</b>	<b>450</b>	<b>2,063 19 -</b>	<b>2,053</b>	<b>8,406 14 6</b>

PORT OF NEWPORT (MONMOUTH)—*continued.*

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage - 10,204 13 2 Outward pilotage - 8,406 14 8		By amount paid in respect of pilots - - 17,679 16 1	
To amount of fees received from applicants for renewals of pilots' licences (42) - - 22 1 -		By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - 853 - 11	
To amount of fees received from applicants for masters and mates' certificates (1) - 1 1 -		By amount paid in respect of other expenses of pilotage authority:	
To amount of fees received from applicants for renewals of masters and mates' certificates (7) - - - - 3 13 6		Rent - - - - 40 - -	
To amount received for fines and forfeitures from licensed pilots - - 5 - -		Law charges - - - - 35 2 8	
To amount received from collector's fees - 427 5 -		Incidental expenses - - - - 190 16 -	
To amount received from boat licences - - 15 -		By amount paid for clerk - - - - 200 - -	
£. 19,071 3 4		By amount paid for assistant clerks - - 72 7 8	
		£. 19,071 3 4	

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - 18,493 10 2		By amount paid for pensions or superannuations:	
To amount received as contribution to superannuation and pension fund:		Pilots (7) - - - - 427 18 4	
Transferred from above £. s. d. account - - - 853 - 11		Widows (9) - - - - 273 - -	
Received from other sources - - - 527 9 4		Orphans (5) - - - - 61 15 -	
1,380 10 3		By balance carried to next account:	
Less,—Interest on investments - - 527 9 4		Investments: £. s. d.	
From other sources - - - 527 9 4		Newport Gas Company's Stock - - - 331 7 7	
£. 19,874 - 5		Great Western Railway Debenture Stock - - 800 - -	
		Newport Corporation Waterworks - - 1,544 10 -	
		Newport Corporation 2½ per cent. Debenture Bonds - 2,000 - -	
		Newport Alexandra Dock Consols - - - 13,186 3 -	
		London and Provincial Bank (Current Account) - 549 6 6	
		19,111 7 1	
		£. 19,874 - 5	

7 February 1900.

Edwin J. Summers, Clerk.

## PORT OF PORTHCAWL.

Pilotage is Free. Limits of District.—See p. 95 of Parl. Paper, No. 154 of 1889.

## BYE-LAWS and RATES of PILOTAGE.

See p. 95 of Parl. Paper, No. 154 of 1889.

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Morris Power - - - - -	66	Thomas Pearce - - - - -	51
James Pearce - - - - -	58	Arthur Mably - - - - -	37

PORT OF PORTHCAWL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTAL	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sker or Nash Points, and inside Sands to Harbour -	25	8 19 11½	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	25	8 19 11½
Ditto - - -	116	22 16 6	47	13 1 4	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	163	33 17 5
TOTAL - -	131	31 16 5½	47	13 1 4	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	188	44 17 10

(2.)—OUTWARDS.

From Harbour to Sker or Nash Points, and inside Sands - - -	25	8 19 11½	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	25	8 19 11½
Ditto - - -	103	17 18 2	60	17 19 8	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	163	25 17 10
TOTAL - - -	128	26 18 1½	60	17 19 8	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	188	44 17 5½

\* Steamers.

† Sailing vessels.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount re-	Inward pilotage	44 17 9½	By amount paid in respect of pilots -		80 9 7
ceived for - - -	Outward pilotage	44 17 0½	By amount paid in respect of pilot boats, &c. - - - - -		9 6 -
	£.	80 15 7		£.	80 15 7

16 January 1900.

Charles Dalby, Clerk.

PORT OF PORT TALBOT.

Pilotage is Free. Limits of District.—See Section 5 of the Port Talbot Railway and Docks Act, 1894.

BYE-LAWS.

None.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Thomas John Williams -	26	John Jones - - -	20	{ Port pilots, and also as channel pilots by agreement with the Pilotage Boards of Cardiff, Barry, and Newport (for vessels bound for Port Talbot).
William Diamond Reed -	32	Abraham Crofts - - -	31	
Alfred J. Evans - - -	28			

RATES of PILOTAGE.

See p. 42 of Parl. Paper, No. 290 of 1897.

## PORT OF PORT TAIN—continued

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS				FOREIGN VESSELS				TOTAL
	CLASSES		VESSELS		CLASSES		VESSELS		
	Not Towed by Steam.	Towed by Steam.	Not Towed by Steam.	Towed by Steam.	Not Towed by Steam.	Towed by Steam.	Not Towed by Steam.	Towed by Steam.	
	No. Amount.	No. Amount.	No. Amount.	No. Amount.	No. Amount.	No. Amount.	No. Amount.	No. Amount.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
from Roads to Dock	- 143 1 0 3 71	24 42 31 4	45 57 5 4	3 22 3 -	35 29 15 -	3 3 27 -	7 21 3 4	15 3 -	75 3 3 -
extra distance	- 128 1 6 5 -	7 35 3 -	25 7 1 -	- - -	3 6 25 -	- - -	- - -	3 4 1 -	10 9 1 -
TOTAL	- 263 257 11 11	31 76 34 4	71 64 6 4	3 22 3 -	38 35 4 -	3 3 27 -	7 21 3 4	9 30 4 -	85 12 4 -

## (2)—OUTWARDS.

from Dock to Roads -	112 1 11 8 -	5 22 3 -	32 30 7 8	4 12 3 -	9 4 10 -	11 3 -	10 - - -	34 4 3	2 4 7 4	24 34 10 8
extra distance -	35 94 19 8	4 9 3 -	22 64 10 -	- - -	2 1 3 -	- - -	- - -	- - -	- - -	124 105 10 8
TOTAL -	220 235 19 8	12 35 10 -	54 94 17 8	4 12 3 -	11 6 4 -	10 3 -	10 - - -	34 4 3	2 4 7 4	368 45 20 8

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account	4 6 6	By amount paid in respect of pilots	989 9 0
To gross amount received for -	604 10 -	By amount paid in respect of contributions to pilots' pension or superannuation fund -	35 5 10
Inward pilotage			
Outward pilotage	477 9 4	By amount paid in respect of other expenses of pilotage authority (office sundries) -	1 3 4
To amount of fees received from applicants for pilots' licences (3) -	3 3 -	By amount paid for clerk -	67 2 9
To amount received for fines and forfeitures from licensed pilots -	3 3 -	By amount paid for examiners or examinations -	1 1 -
To amount received from boat licence -	- 2 6	By balance carried to next account	33 10 0
To amount received from interest -	- 2 -		
To amount received from pilots' percentage on gross earnings for fund	35 5 10		
£.	1,128 2 2	£.	1,120 9 9

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account	- 14 8	By balance carried to next account	35 5 10
To amount received as contribution to superannuation and pension fund from pilots -	34 11 2		
£.	35 5 10	£.	35 5 10

15 January 1900.

Edward Knott, Clerk.

## PORT OF SUNDERLAND.

*Pilotage is Free. Limits of District.—See p. 304 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 304 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

*Master Pilots.*

NAME.	Age.	NAME.	Age.	Service for which Licensed.
Edward Brown - - -	70	Richardson Donkin - -	67	For navigating, piloting, and conducting vessels of all descriptions within the pilotage district of the Port of Sunderland.

*First-Class Pilots.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Richardson Gibbins - -	71	Richardson Gibbins, the younger.	51	For navigating, piloting, and conducting vessels of all descriptions within the pilotage district of the Port of Sunderland.
William Brown - - -	64	Francis Ward Taylor - -	50	
George Gibbins - - -	69	William Gibbins - - -	54	
Henry Metcalf - - -	67	James Potts - - -	50	
Featherstone Moore - -	64	William Alder, the younger	49	
John Patterson - - -	62	Robert Downs - - -	49	
John Cuthbertson Scott	63	Thomas Rowell - - -	49	
William Brown - - -	68	George Wilson - - -	49	
Thomas Hopper - - -	63	Thomas Robson - - -	48	
George Lindsay - - -	68	Thomas Hall - - -	49	
Thomas Wrightson - - -	69	Robert Mundy Wake - -	53	
Thomas Brown - - -	60	Edward Hodgson Scott -	52	
William Elliott - - -	69	Michael Thurlbeck - -	51	
John Mundy Wake - - -	59	John Scott - - -	50	
John Tindle Dodds - -	60	William Brown - - -	49	
George Stafford - - -	56	George Hall - - -	47	
James Rush - - -	58	John Henry Thompson -	46	
Parker Donkin - - -	58	George Gibbins, the younger	47	
James Septimus Hopper -	57	Matthew Metcalf - - -	44	
Joseph Lindsay - - -	58	William Gills - - -	35	
Robert Brown - - -	65	William Elliott - - -	41	
James Taylor - - -	56	Richardson Gibbins - -	36	
Thomas Brown Thurlbeck -	56	Robert Gibbins - - -	40	
Robert Tindle Dodds - -	56	David John Dodds (1) -	30	
Thomas Tindle Dodds - -	56	David John Dodds (2) -	20	
John Jobling - - -	57	William Elliott - - -	31	
John Smith - - -	56	John James Robson - -	28	
John Burton Brown - -	58	Amos Wilby Broughton -	28	
James Smith Atkinson - -	53	Robert Henry Gills - -	29	
William Thurlbeck - - -	53	John Michael Hall - -	32	
Abram Thompson - - -	53	Thomas Brown - - -	29	
Henderson Brown Wake -	53	Matthew Rush - - -	29	
James Rush - - -	53	Henry Rowell - - -	27	
Matthew Donkin - - -	54	Jacob Wake - - -	28	
Lionel Henry - - -	54			

## PORT OF SUNDERLAND—continued.

## NAMES of PILOTS—continued.

## Second-Class Pilots.

NAMES.	Ages.	Service for which Licensed.
William Welch - - -	49	For navigating, piloting, and conducting vessels of not exceeding 600 tons register within the pilotage district of the Port of Sunderland.
Henry Thompson - - -	32	
Robert Thurlbeck - - -	31	
Parker Donkin, the younger	28	
Robert Brown - - -	27	
William Wake - - -	27	
John Richardson Meynell -	25	
John William Taylor -	24	
William Joseph Rowell -	25	

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	Service to which Apprenticed.
George Metcalf - - -	23	Thomas Tindle Dodds -	21	To learn the art and business of a pilot, and to assist generally in the pilotage service.
George Watson Brown -	25	William Septimus Gibbins	21	
Charles Edward Donkin -	23	James Downs - - -	18	
Thomas Robson - - -	23	Thomas Hall - - -	19	
John Septimus Patterson -	22	Frederick Dodds - - -	17	
George William Gibbins -	21	John Rush - - -	18	
William Nicholson Alder -	20	Atchison Scott Hall -	19	

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.				T O T A L S.											
	C O A S T E R S.		O V E R S E A.		C O A S T E R S.		O V E R S E A.													
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.				
From Sea to Port - - -	2,254	2,187	14	10	580	868	2	7	237	265	9	2	665	824	5	1	3,736	4,145	11	8

## (2.)—OUTWARDS.

From Port to Sea - - -	2,893	3,437 18 1	781	1,396 17 3	84	96 8 1	806	1,239 14 9	4,564	6,170 18 2
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PORT OF SUNDERLAND—*continued*.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	302 6 6	By amount paid in respect of expenses of pilotage authority, viz.:	
To amount of fees received from applicants for—		Stamps - - - - -	2 6 3
Pilots' licences (5) - - - -	10 - -	Printing and stationery - -	15 14 6
Renewals of pilots' licences (81) -	162 - -	Office cleaning, coal and gas -	14 15 3
Masters and mates' certificates (1)	2 - -	Sundries, including repairs - -	22 1 8
Renewals of masters and mates' certificates (1) - - - -	2 - -	New flags supplied to pilots -	3 12 -
To amount received for fines and forfeitures from licensed pilot -	19 5 -	Rent of telephone to pilot office -	10 - -
To amount received from other sources, viz.:		By amount paid for clerk - -	50 - -
Fees for pilot boat licences - -	6 10 -	By amount paid for allowance for assistance in office - - -	20 - -
Contributions to pilotage fund by pilots under Bye-law No. XIV., for twelve months ended 31st December 1899 - - - -	408 2 -	By amount paid in respect of other officers:	
Fees received from apprentices under Bye-law No. III. - -	6 - -	Pilot ruler - - - - -	150 - -
Contributions to the pilotage fund from five apprentices on their entering the pilotage service - - - - -	25 - -	Boy in pilot ruler's office - -	13 - -
One year's interest on 8,050 <i>l.</i> , and a half-year's interest on 350 <i>l.</i> , invested with the River Wear Commissioners, less property tax - - - - -	311 2 8	Auditor - - - - -	2 2 -
Interest allowed by bankers -	1 10 -	By amount expended in the payment of pensions to pilots, and temporary relief to the widow and two children of a deceased pilot (carried to account below) - - - -	314 12 6
£. 1,255 16 2		By amount invested with the River Wear Commissioners on security of their consolidated revenue at 3 per cent. per annum interest - -	350 - -
		By balance carried to next account -	287 12 -
		£. 1,255 16 2	

*Note.*—Each pilot collects his own earnings, and no portion of the pilotage ever comes to the hands of the Pilotage Commissioners.

## ACCOUNT of all MONIES received and expended in respect of PENSIONS to PILOTS and TEMPORARY RELIEF to their WIDOWS and ORPHANS.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To total sum expended by the Commissioners in the payment of pensions and temporary relief, brought from above account - - - -	314 12 6	By amount paid for pensions or superannuations to pilots (11) -	307 12 6
		By amount paid for temporary relief to the widow of a deceased pilot -	5 - -
		By amount paid for temporary relief to the children of a deceased pilot (2)	2 - -
£. 314 12 6		£. 314 12 6	

17 March 1900.

J. G. Morris, Clerk.

## P O R T O F S W A N S E A.

*Pilotage is Free. Limits of District.—See p. 126 of Parl. Paper, No. 154 of 1869.*

### B Y E - L A W S and R A T E S of P I L O T A G E.

(See also Swansea Pilotage Order of 1891, and Swansea Harbour Pilotage Order of 1892.)

#### P I L O T A G E B Y E - L A W S.

THE Swansea Harbour Trustees, by virtue of the powers vested in them by the Swansea Harbour Act, 1854, and the Merchant Shipping Act, 1894, and all other powers them thereunto enabling, do hereby make the following Bye-laws for the government of and affecting the Pilots of the Pilotage District of Swansea, and for fixing the Rates of Pilotage or remuneration to be received by such Pilots, and for granting Pilotage Certificates to Masters and Mates.

1. No person shall be licensed to act as pilot before he is 21 or after he is 35 years of age, and before he has served for six years at sea, of which period two years shall have been in a coasting vessel trading to and from the Port of Swansea, and before he has produced a Board of Trade certificate as to colour-blindness and certificates of good conduct and sobriety, and passed a satisfactory examination before the Pilotage Examination Sub-Committee.

2. The boats which shall be used for the pilotage service shall be those from time to time appointed by the trustees.

3. Each pilot's licence shall remain in force for 12 months from the date on which it was granted, and may be renewed annually by an endorsement under the hand of the clerk of the trustees. Each pilot shall pay for his licence and for each renewal thereof two guineas, which fees shall be paid into the Pilotage Fund of the District of Swansea, and each pilot shall contribute to the said fund a poundage of not less than 1s. in the £ on his earnings.

4. Every pilot shall serve in the boat to which he is from time to time appointed by the harbour-master, and when on board shall submit to the authority and directions of the master of that boat in all respects.

5. Each pilot shall, as soon as possible after he has piloted or assisted any vessel within the Swansea pilotage ground, deliver to the collector of rates at the harbour offices a certificate signed by the master of such vessel showing what services have been rendered, and the amount payable for such services shall be collected by the collector of rates, and if any pilot receives pilotage money he shall immediately deliver an account of and pay the same to the collector.

6. The Pilotage Fund of the District of Swansea shall be dispensed to sick, aged, and infirm or disabled pilots, or their nominees, widows, or representatives, or children, in such manner as the Pilotage Committee shall from time to time determine.

7. Every master of a pilot boat shall be responsible for the proper condition, management, and navigation of his boat, and shall see that such boat shall cruise as prescribed by the Pilotage Committee. The master shall report in writing to the harbour-master all cases of misconduct on the part of any member of the crew of his boat.

8. Every master of a pilot boat shall, when she is on turn for sea duty, have such boat in perfect readiness, and shall muster the crew of the boat and the pilots whose turn it is to proceed to sea in such boat; and when at sea he shall use his utmost exertions to keep her on her station, and shall use all diligence in approaching and boarding vessels requiring pilots or from which pilots are to be discharged. A master shall on no account leave his boat when at sea except in cases of emergency or by the authority of the harbour-master.

9. The pilot boats when on duty shall exhibit:—

By day.—A flag at the masthead, such flag to be the regular pilot flag, red and white horizontal. The size of the flag to be 4 feet 6 inches by 3 feet.

By night.—A white light at the masthead visible all round the horizon. A flare-up light at short intervals, which shall never exceed 15 minutes.

10. Each pilot shall carry with him a small pilot flag, red and white horizontal, with the number of his licence on it; and when in charge of a vessel shall make the following signals for the purpose of showing he is on board:—

By day.—The pilot flag to be hoisted on board the vessel in such a situation as to be best seen.

By night.—A light to be hoisted and lowered when a pilot boat is in chase.

## PORT OF SWANSEA—continued.

11. Henceforth every vessel piloted or assisted into or out of Swansea Harbour, or within the limits of the Swansea pilotage ground, shall be charged according to the following rates, namely:—

REGISTER TONNAGE.	For Vessels entering the Harbour or brought to an anchor in the Mumbles Roadstead. Piloted or Assisted from any Point.				For Vessels leaving the Harbour. Piloted or Assisted.		
	East of Mumbles Head bearing North.	West of Mumbles Head and East of Pwlldu Point bearing North.	West of Pwlldu Point and East of Worm's Head bearing North or Sker Buoy bearing East South-East.	West of Worm's Head bearing North.	Clear of the Entrance.	Clear of the Green Grounds or to an anchor in the Mumbles Roadstead.	To the Eastern or Western Limits of the Pilotage Ground.
	Including landing of the Pilot in each case.						
Under 60 tons - - - -	£ s. d. - 6 -	£ s. d. - 10 -	£ s. d. - 11 -	£ s. d. - 12 -	£ s. d. - 6 -	£ s. d. - 10 -	£ s. d. 3 6 -
60 tons and under 100 - -	- 9 -	- 13 -	- 14 -	- 15 -	- 9 -	- 13 -	3 9 -
100 " " 150 - -	- 12 -	- 16 -	- 17 -	- 18 -	- 12 -	- 17 6	3 12 -
150 " " 200 - -	- 15 -	- 19 -	1 - -	1 1 -	- 15 -	1 - 6	3 15 -
200 " " 250 - -	- 18 -	1 2 -	1 3 -	1 4 -	- 18 -	1 5 6	3 18 -
250 " " 300 - -	1 1 -	1 5 -	1 6 -	1 7 -	1 1 -	1 8 6	4 1 -
300 " " 400 - -	1 5 -	1 10 6	1 12 6	1 15 -	1 5 -	1 14 6	4 5 -
400 " " 500 - -	1 10 -	1 17 6	2 - -	2 5 -	1 10 -	2 1 -	4 10 -
500 " " 600 - -	1 15 -	2 5 -	2 7 6	2 15 -	1 15 -	1 15 -	5 15 -
600 " " 700 - -	2 - -	2 12 6	2 15 -	3 5 -	2 - -	2 - -	6 - -
700 " " 800 - -	2 5 -	3 - -	3 2 6	3 15 -	2 5 -	2 5 -	7 5 -
800 " " 900 - -	2 10 -	3 5 -	3 7 6	4 - -	2 10 -	2 10 -	7 10 -
900 " " 1000 - -	2 15 -	3 12 6	3 12 6	4 10 -	2 15 -	2 15 -	8 15 -
1000 " " 1100 - -	3 - -	3 17 6	4 - -	4 15 -	3 - -	3 - -	9 - -
1100 " " 1200 - -	3 5 -	4 2 6	4 7 6	5 - -	3 5 -	3 5 -	9 5 -
1200 " " 1300 - -	3 10 -	4 12 6	4 15 -	5 10 -	3 10 -	3 10 -	9 10 -

And 5s. extra for each additional 100 tons.

12. If a vessel bound to Swansea be brought to an anchor in the Mumbles roadstead *en route*, and the pilot be discharged there, and the vessel subsequently enters Swansea Harbour in charge of the same or another pilot, then one-half only of the rates specified in the foregoing table shall be paid to the pilot piloting or assisting the vessel to an anchor, and for the subsequent service the rates specified in the first column of the said table shall be paid.

13. Every pilot required by the master to remain on board a vessel at anchor shall be paid at the rate of 10s. for every day of 24 hours, or part of a day of 24 hours, that he so remains on board.

14. The pilots' duties and responsibilities shall not cease in the case of any vessel entering the harbour until such vessel has been moored in any part of the tidal harbour, or in any half-tide basin, or has entered a lock, or in the case of a vessel to be brought to an anchor in the Mumbles roadstead until brought to an anchor there, and in the case of a vessel which has been otherwise piloted or assisted, and in the case of an outward-bound vessel, until piloted or assisted the required distance.

15. The following shall be deemed to be the limits of the pilotage ground of pilots appointed and licensed by the Swansea Harbour Trustees, viz.:—"North of the line of the Nash Lights, in one," and "East of an imaginary line running North and South of a point 4 miles westward of the Helwick Light Vessel, placed off the Helwick Shoal, near the Worm's Head, in the county of Glamorgan."

16. Pilots' assistants are appointed to assist vessels entering or leaving the harbour, and when so employed shall be paid for each man employed 2s., and for each boat 2s. No pilot's assistant shall ply for hire unless authorised in writing by the harbour-master, who may suspend or dismiss any assistant.

17. If a master of a ship employs, or continues to employ, an unqualified pilot after a qualified pilot has offered to take charge of the ship, or has made a signal for that purpose, he shall pay such qualified pilot double the amount of pilotage which could be demanded for the conduct of the ship.

18. The pilots shall obey the bye-laws and regulations of the trustees affecting Swansea Harbour and Docks, and all orders and directions that may be given them by the harbour-master or dock-master, or their assistants, relative to the docking, berthing, and moving vessels under their (the pilots') charge.

19. No pilot shall, directly or indirectly, except with the consent of the trustees, have or hold any share or interest in any steam-tug company carrying on business at Swansea, or in any steam vessel used regularly or occasionally for towing vessels into or out of Swansea.

20. The harbour-master may, for any cause which he may deem sufficient, suspend any pilot, and in case of so doing shall enter in his report book the cause of suspension, and shall bring the matter before the Pilotage Committee at their next meeting, or at a special meeting to be called for the purpose, and the Committee may continue the suspension until the following general meeting of the trustees, who may further suspend or dismiss any pilot.

21. Any pilot dismissed by the trustees shall forfeit all claim to the Pilotage Fund of the District of Swansea. Provided always that the trustees or the Pilotage Committee may, if they consider any extenuating circumstances exist, grant to any pilot dismissed by the trustees out of the said fund a sum not exceeding one-half of the aggregate amount of his contributions thereto, not calculating interest thereon, such sum to be paid at such time or times and in such manner as the trustees or Committee may determine.

22. All complaints against pilots shall be entered in the "complaint book" kept in the harbour-master's office, within (when possible) 24 hours of the cause of complaint arising, and the complainant shall sign his name to every such complaint.

23. The master or mate of any ship, upon giving due notice and depositing in the hands of the collector of rates the amount of fees hereinafter mentioned, shall be examined by the Pilotage Examination Sub-Committee of the trustees as to his capacity to pilot the ship of which he is master or mate, or any one or more ships belonging to the same owner, within the pilotage juris-

## PORT OF SWANSEA—continued.

diction of the trustees, and if found competent, a pilotage certificate, under the common seal of the trustees, shall be granted to him, and thereupon he may lawfully pilot the ship or any of the ships specified in that certificate, of which he is acting as master or mate at the time, within the pilotage jurisdiction of the trustees, without incurring any penalties for the non-employment of a qualified pilot.

24. The pilotage certificate so granted shall remain in force for 12 months from the date on which it was granted, and may be renewed annually by an endorsement under the hand of the clerk of the trustees.

25. Every master or mate desirous of being examined shall, before being so examined, deposit in the hands of the collector of rates a fee of two guineas, which shall include the expenses of such examination, and if granted a pilotage certificate, the issue of such certificate, and a fee of two guineas for every renewal thereof, and every master or mate holding a pilotage certificate, whether granted by the trustees or the Board of Trade, shall, in addition to such fees, pay to the collector of rates a sum not exceeding 5 per cent. of the pilotage rates which would have been payable in respect of his ship if he had not held a pilotage certificate, as a contribution to the Swansea Pilotage Fund, and every such master or mate shall make a return of the pilotage services

rendered by him during each period of six months ending June the 30th and December the 31st respectively, and deliver the same to the collector of rates within one calendar month thereafter, and the contributions aforesaid shall be paid to the credit of the Pilotage Fund of the District of Swansea; but no master or mate shall be entitled to participate in any of the benefits of the said fund.

26. The foregoing pilotage bye-laws shall come into operation at the expiration of one month after confirmation thereof, and the bye-laws made by the trustees on the 10th day of November 1856, and amended on subsequent dates, shall be and are hereby from that date revoked.

27. Nothing in the foregoing bye-laws shall apply to vessels bound to or from Port Talbot, so long as they are within the Port Talbot pilotage limits as defined by the Port Talbot Railway and Docks Act, 1899.

The foregoing bye-laws were approved and confirmed by the Queen's most Excellent Majesty in Council, at the Court at Windsor, the 28th day of November 1899.

TALFOURD STRICK,  
Clerk.

## HARBOUR PILOTAGE BYE-LAWS.

THE Swansea Harbour Trustees, by virtue of the powers vested in them by the Swansea Harbour Act, 1854, the Commissioners Clauses Act, 1847, and Harbours Docks and Piers Clauses Act, 1847, do hereby make the following Bye-laws for the regulation of and affecting the Harbour Pilots of Swansea Harbour, and for fixing the Rates or remuneration to be received by such Harbour Pilots.

1. Persons may from time to time be appointed as harbour pilots to move vessels within Swansea Harbour. Each harbour pilot's licence shall remain in force for 12 months from the date on which it was granted, and may be renewed annually by an endorsement under the

hand of the clerk of the trustees. Each harbour pilot shall pay for his licence and for each renewal thereof two guineas, which fees shall be paid to the Harbour Pilots' Fund.

2. Henceforth every harbour pilot employed in moving any vessel within the harbour shall be paid according to the following rates, namely:—

REGISTER TONNAGE.	1. Within Dock or Basin.	2. From Dock to Basin or vice versa.	3. From the North Dock Lower Basin to the South Dock Basin or vice versa. From either of the said Basins to any part of the New Out or Tidal Harbour below the Midland Railway Bridge or vice versa. From the North Dock Upper Basin to any part of the New Out or River above the Midland Railway Bridge or vice versa.	4. From the North Dock Lower Basin or South Dock Basin to any part of the New Out or River above the Midland Railway Bridge or vice versa. From the North Dock Upper Basin to any part of the New Out or Tidal Harbour below the Railway Bridge or vice versa.	5. From the North Dock Lower Basin, the South Dock Basin, or any part of the New Out or Tidal Harbour below the Midland Railway Bridge to the Prince of Wales Dock Basin or vice versa.	6. From any part of the New Out or River above the Midland Railway Bridge to the Prince of Wales Dock Basin or vice versa.
Under 100 tons register	s. d. 1 3	s. d. 2 6	£ s. d. - 2 6	£ s. d. - 3 9	£ s. d. - 5 -	£ s. d. - 6 3
100 tons and under 200	1 9	3 6	- 3 6	- 5 3	- 7 6	- 9 3
200 " " 400	2 6	5 -	- 5 -	- 7 6	- 10 -	- 12 6
400 " " 500	3 9	7 6	- 7 6	- 11 3	- 12 6	- 16 3
500 " " 600	5 -	10 -	- 10 -	- 15 -	- 15 -	1 - -
600 " " 800	6 -	12 -	- 12 6	- 18 6	- 17 6	1 3 6
800 " " 1000	6 -	12 -	- 15 -	1 1 -	1 - -	1 6 -
1000 " " 1500	6 -	12 -	- 17 6	1 3 6	1 2 6	1 8 6
1500 " and upwards	6 -	12 -	- 17 6	1 3 6	1 5 -	1 11 -

NOTE.—Masters may employ either pilots or harbour pilots for the work mentioned in columns numbered 5 and 6 respectively.

3. Each harbour pilot shall, as soon as possible after he has performed the services required of him on any vessel within the harbour, deliver to the collector of rates at the harbour offices a certificate signed by the master of such vessel showing what services have been rendered, and the amount payable for such services shall be collected by the collector of rates, and if any harbour pilot receives money for services rendered, he shall immediately deliver an account of and pay the same to the collector. All money received for harbour pilots

shall be paid to them on the usual pay days, after deducting a commission of 6d. in the £ for expenses of collecting, and once a year, in the month of June, two guineas for renewal of licence.

4. If a master of a ship employs or continues to employ an unlicensed harbour pilot after a licensed harbour pilot has offered to take charge of the ship, he shall pay such licensed harbour pilot double the amount which could be demanded for the conduct of the ship.

## PORT OF SWANSEA.—continued.

5. The harbour pilots shall obey the bye-laws and regulations of the trustees affecting Swansea Harbour and Docks, and all orders and directions that may be given to them, by the harbour-master or dock-master or their assistants relative to the docking, berthing, and moving vessels under their (the harbour pilots') charge.

6. The harbour-master may, for any cause which he may deem sufficient, suspend any harbour pilot, and in case of so doing shall enter in his report book the cause of suspension, and shall bring the matter before the Pilotage Committee at their next meeting, or at a special meeting to be called for the purpose, and the Committee may further suspend or dismiss any harbour pilot.

7. Any harbour pilot dismissed by the Committee shall forfeit all claim to the Harbour Pilots' Fund; provided always that the trustees or the Pilotage Committee may, if they consider any extenuating circumstances exist, grant to any harbour pilot dismissed by the trustees out of the said fund a sum not exceeding one-half of the aggregate amount of his contributions thereto, not calculating interest thereon, such sum to be

paid at such time or times and in such manner as the trustees or Committee may determine.

8. All complaints against harbour pilots shall be entered in the "complaint book" kept in the harbour-master's office, within (when possible) 24 hours of the cause of complaint arising, and the complainant shall sign his name to every such complaint.

9. The foregoing harbour pilotage bye-laws shall come into operation at the expiration of one month after confirmation thereof, and the bye-laws made by the trustees on the 10th day of November 1856, and amended on subsequent dates, shall be and are hereby from that date revoked.

TALFOURD STRICK,  
Clerk.

The Board of Trade hereby sanction the above bye-laws, numbered 1 to 9. By order of the Board of Trade, this 6th day of February 1900.

T. H. W. PELHAM,  
Assistant Secretary.

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Elijah Williams - - -	56	John Bevan - - -	65	Samuel Hughes - - -	61
Griffith Fox - - -	53	William Ace - - -	59	David Bidder - - -	55
Matthew Chard - - -	60	George Thomas - - -	62	William Burnett - - -	58
Joseph Owen - - -	58	John Beynon - - -	58	Mitchell Mitchell - - -	60
John Gyles Hodge - - -	58	Edwin Burton - - -	67	Benjamin Rees - - -	34
David Tamlin - - -	58	George Jones Rees - - -	47	Thomas Davies - - -	35
Lewis Watkins - - -	50	Charles Jones - - -	61	Henry Beynon - - -	35
William Tamlin - - -	56	William Fender - - -	60	Arthur Llewellyn Davies - - -	30

No Apprentices.

Harbour Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Charles Grove - - -	59	Robert Argent - - -	60	John Morgan - - -	55
Charles Edwards - - -	75	Daniel Griffiths - - -	57	Thomas Fender - - -	42
William Mitchell - - -	48	William James Blackmore - - -	56	John Morris - - -	68
David Fender - - -	50	Henry Rudledge - - -	52	Christian Sulaw - - -	58
David Rees - - -	70	John Beynon - - -	47	Frederick Scott - - -	46
Richard Clark - - -	63				

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
From Swansea Bay to Harbour - - -	1,184	£. 2,936 - 6	617	£. 1,275 5 -	1,801	£. 4,211 5 6
From Pwlldu Point to Harbour - - -	26	141 12 6	47	156 4 -	73	297 16 6
From Oxwich Point to Harbour - - -	2	7 7 -	8	32 12 -	10	39 19 -
From Worm's Head to Harbour - - -	-	-	-	-	-	-
Vessels not entering Swansea Harbour - - -	5	9 - -	5	11 - -	10	20 - -
TOTAL - - -	1,217	3,094 - -	677	1,475 1 -	1,894	4,569 1 -

## (2.)—OUTWARDS.

From Harbour to Pier Head - - -	198	222 14 -	226	274 13 6	424	497 7 6
From Harbour to Mumbles Roads - - -	767	2,536 8 -	422	1,109 7 -	1,189	3,645 15 -
From Harbour to Eastern or Western Limits - - -	-	- - -	1	3 15 -	1	3 15 -
TOTAL - - -	965	2,759 2 -	649	1,387 15 6	1,614	4,146 17 6



## PORTS OF THE TEES—continued.

## NAMES of PILOTS.

NAMES.	Ages.	Whether Licensed or not.	Service for which Licensed.
Burnicle, Joseph - - -	73	Licensed - -	First-class pilots, to pilot in and out of the Tees.
Burnicle, Robert - - -	68	Ditto - -	
Burnicle, Michael - - -	49	Ditto - -	
Bulmer, John B. - - -	39	Ditto - -	
Carter, James - - -	69	Ditto - -	
Dixon, John Spurr - - -	72	Ditto - -	
Dixon, Watson - - -	39	Ditto - -	
Duncan, George - - -	58	Ditto - -	
Fryett, James - - -	36	Ditto - -	
Guy, Henry - - -	59	Ditto - -	
Guy, William - - -	35	Ditto - -	
Garthwaite, Joseph G. - - -	28	Ditto - -	
Hood, Robert - - -	77	Ditto - -	
Hood, Henry - - -	66	Ditto - -	
Hood, William - - -	47	Ditto - -	
Harrison, William - - -	33	Ditto - -	
Lithgo, John - - -	58	Ditto - -	
Lithgo, James E. - - -	32	Ditto - -	
Lithgo, William Scott - - -	28	Ditto - -	
Lister, Stephen, sen. - - -	63	Ditto - -	
Lister, William - - -	32	Ditto - -	
Lister, Robert J. - - -	30	Ditto - -	
Lister, Stephen, jun. - - -	26	Ditto - -	
Mollard, Benjamin - - -	62	Ditto - -	
Pickersgill, Henry W. - - -	38	Ditto - -	
Soppitt, Henry - - -	69	Ditto - -	
Soppitt, John - - -	37	Ditto - -	
Towell, James - - -	40	Ditto - -	Second-class pilots, to pilot in and out of the Tees under certain restrictions.
Watson, Matthew C. - - -	46	Ditto - -	
Coverdale, Robert - - -	37	Ditto - -	
Dempster, John - - -	22	Ditto - -	
Fryett, John A. - - -	33	Ditto - -	
Fryett, Matthew D. - - -	23	Ditto - -	Masters in the merchant service, to pilot ships belonging to Tees Union Shipping Company, Limited, only.
Guy, Henry, jun. - - -	24	Ditto - -	
Guy, Benjamin - - -	25	Ditto - -	
Harrison, Thomas - - -	36	Ditto - -	
Battram, J. - - -	57	Ditto - -	
Jordan, C. W. - - -	53	Ditto - -	First-class pilots, to pilot inwards only.
Huntridge, Bartholomew - - -	72	Ditto - -	
Hunter, Richard - - -	78	Ditto - -	
Hunter, Thomas - - -	43	Ditto - -	
Hunter, Matthew - - -	50	Ditto - -	
Hodgson, Samuel - - -	62	Ditto - -	
Hodgson, John - - -	49	Ditto - -	
Moore, William - - -	41	Ditto - -	
Pounder, Thomas - - -	49	Ditto - -	
Pounder, Eder J. - - -	32	Ditto - -	
Snowdon, Robert - - -	51	Ditto - -	
Snowdon, Michael - - -	35	Ditto - -	
Robinson, Richard - - -	40	Ditto - -	

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.
Joseph Burnicle - - -	21	George Pounder - - -	17
John Towell - - -	21	Thomas Hunter, jun. - - -	17
Christopher Guy - - -	20	Samuel Hodgson - - -	20
Lewis Clement Birch Soppitt - - -	18	John Henry Burnicle - - -	17
Addison Boagey - - -	22	William Emms - - -	33
Sidney Challenger - - -	21		

## PORTS OF THE TEES—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		Towed by Steam.			
	Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Middlesbrough or Stockton	566	1,010 4 9	617	1,569 3 3	975	1,756 16 11	2,158	4,345 4 11

## (2.)—OUTWARDS.

From Stockton or Middlesbrough to Sea.	587	1,303 14 8	619	1,311 15 5	941	1,933 1 9	2,147	4,448 11 10
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	874 12 6	By amount paid in respect of pilots -	10,478 11 8
To gross amount { Inward pilotage -	4,345 4 11	By amount paid as contributions to pilots' pension or superannuation fund	58 16 8
received for { Outward pilotage -	4,448 11 10	By accounts owing, 31st December 1898	14 17 6
{ Foys pilotage -	1,684 14 11	By amount paid for pilot master -	50 - -
To amount of fees received from applicants for pilots' licences (1) -	2 - -	By amount paid for clerk -	25 - -
To amount of fees received from applicants for renewals of pilots' licences (48) -	48 - -	By amount paid for examiners or examinations -	- 15 -
To amount of fees received from applicants for renewals of masters and mates' certificates (2) -	2 - -	By amount paid for watchman and assistant -	69 8 -
To amount received for fines and forfeitures from licensed pilots -	- 10 -	By maintenance of pilot shelter -	23 4 2
To amount received from other sources:		By telephone rent -	10 - -
Pilotage dues for 1899 -	540 15 6	By committee's expenses, visiting site of hut, &c. -	1 10 6
Amount from pilots for cost of collection -	260 7 7	By rent of offices -	40 - -
Damages to and loss of services of pilot barge shelter recovered from owners of s.s. "Pilgrim" -	250 - -	By books, stationery, postage, &c. -	25 15 4
		By Lloyd's Register -	3 3 -
		By income tax -	- 11 10
		By cost of collection -	260 7 7
		By repairs and renewals of pilot barge (shelter) -	232 13 4
		By cash in bank, depreciation reserve account -	79 12 6
		By cash in bank, general account -	350 12 11
		By cash in collector's hands -	11 17 1
		By dues uncollected, 31st December 1899 -	122 2 2
		By Tees Conservancy Commissioners' bond and interest -	602 18 -
£. 12,456 17 3		£. 12,456 17 3	

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	500 - -	By amount paid for pensions or superannuations:	
To amount transferred from general pilotage fund, in accordance with minute passed at annual meeting held February 1899 -	100 - -	Pilots (4) -	28 10 -
To amount received as contribution to superannuation and pension fund:		Widows (10) -	43 - -
From interest on investments -	17 13 4	By balance carried to next account:	
Transferred from general pilotage fund -	58 16 8	Mortgage on bond, Tees Conservancy Commissioners -	600 - -
£. 671 10 -		£. 671 10 -	

8 February 1900.

M. B. Dodds, Secretary.

## PORTS OF THE TYNE.

*Pilotage is Free. Limits of District.—See p. 60 of Parl. Paper, No. 154 of 1889.*

### BYE-LAWS and RATES of PILOTAGE.

[At the Court at Osborne House, Isle of Wight, the 2nd day of February 1899.]

Present :—The Queen's most Excellent Majesty in Council.

WHEREAS in pursuance of the 333rd section of the Merchant Shipping Act, 1854, the Tyne Pilotage Commissioners, being the pilotage authority for the River Tyne, made and submitted for the consent of Her Majesty certain bye-laws, which were approved by an Order in Council dated the 6th day of February 1892 :

And whereas by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do all or any of the things specified in section 582 ; but that a bye-law so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council :

And whereas the said Pilotage Commissioners have made and submitted for the consent of Her Majesty certain new bye-laws, in substitution for the bye-laws approved by the said Order in Council of the 6th day of

February 1892, which said new bye-laws are set forth in the schedule hereto annexed :

And whereas it has been made to appear to Her Majesty that the proposed new bye-laws are proper and reasonable :

And whereas the provisions of section 1 of the Rules Publication Act, 1893, have been complied with :

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the Merchant Shipping Act, 1894, is pleased, by and with the advice of Her Privy Council, to confirm, and doth hereby confirm, the bye-laws set forth in the schedule hereto annexed, in substitution, from and after the date of this Order, for the bye-laws approved by the Order in Council of the 6th day of February 1892.

A. W. Fitzroy.

#### SCHEDULE TO WHICH THE FOREGOING ORDER REFERS.

BYE-LAWS made by the Tyne Pilotage Commissioners for the regulation and government of the Pilots of the Tyne, and for other purposes, pursuant to the powers vested in the said Commissioners under the Merchant Shipping Act, 1894, and the Tyne Pilotage Order Confirmation Act, 1865.

1. From and after the coming in force of these bye-laws, all and every the bye-laws heretofore in force with respect to the pilots and pilotage of the Tyne shall be, and the same are hereby, rescinded, except as to anything done thereunder, or any right, power, duty, obligation, penalty, or liability acquired or incurred thereunder. In lieu thereof the Commissioners do hereby make and ordain the following bye-laws for the government of existing and future pilots, which shall come in force on and from the date of the Order in Council approving these bye-laws.

##### *Pilot Superintendent.*

2. The duties of the pilot superintendent shall be as follows :—

(a.) To exercise supervision and control, under the Commissioners, over all the pilots and pilots' assistants, so as to see that the pilot Acts and these bye-laws, and all resolutions and orders to which the pilots are required to conform, are duly observed.

(b.) To obtain from the pilots reports of all occurrences affecting the service on which the Commissioners or the superintendent may require information.

(la.) To prepare and post up for the information of the pilots orders received for ships and steamers requiring pilots in conspicuous places on the several premises of the Commissioners.

(c.) To hear and determine such differences as may arise between the pilots and pilots' assistants.

(d.) To prevent the employment of unlicensed pilots.

(e.) To enquire into complaints made against pilots by masters and owners of vessels and others interested, and into circumstances attending cases of collision or loss, when vessels have been under charge of a pilot.

(f.) To take soundings of the river and channel from time to time, and especially to draw the earliest attention to any alterations in the conditions and depth thereof.

(g.) To keep a daily journal, and to enter therein daily the direction and nature of the wind, the height of the barometer and swell at the entrance to the harbour.

(h.) To assist in obtaining the daily returns from the pilots of the vessels piloted, docked, undocked, moved, or transported by them.

(i.) To see that pilot cibles and other boats regularly used in the pilot service are duly licensed and properly numbered in figures of not less than 15 inches in length, commencing at No. 1, and continuing in numerical order.

(j.) To keep a register and character book in which shall be recorded the name and description of each pilot's assistant, the date of his entering the service and his character, and any particulars of conduct during the service.

(k.) To introduce steady, sober, and qualified young men as they stand in the register book for examination for licences.

(l.) To assist in the examination of persons applying for licences.

(m.) To carry out all orders and regulations of the Commissioners and the nautical committee, which may be from time to time issued relative to the piloting of vessels, and the keeping of a sufficient number of pilots always on duty for sea or river service, or relative to other matters within the scope of his duties.

(n.) To report to the Commissioners and to the nautical committee from time to time, in a book to be kept for that purpose, on all the above subjects, and also on all cases of misconduct or breach of the bye-laws that may come to his knowledge on the part of any of the pilots, and to record the sentence or punishment passed or imposed for the same.

(o.) All instances of neglect of duty shall be brought before the Commissioners, and the pilot superintendent shall not compromise any offence committed by any pilot.

## PORTS OF THE TYNE—continued.

(p.) The time of the pilot superintendent shall be wholly devoted to the service of the Commissioners.

*Pilots.*

3. There shall continue to be one body of licensed pilots who, having qualified, or upon qualifying as hereinafter mentioned, shall be licensed, and during the continuance of their licences shall be empowered to pilot vessels to and from and throughout any part of the Tyne pilotage district.

4. All cobbles and other boats now or hereafter regularly employed in the pilot service in the river or at sea must, pursuant to the 611th section of the Merchant Shipping Act, 1894, before being so employed, be approved and licensed by the Commissioners, besides being numbered as directed by sub-section (f) of the second of the foregoing bye-laws, and must carry the lights required by law.

5. Every present or future pilot owning or having control over any such coble or other boat is accordingly hereby required to take out a licence from the pilot superintendent, which will in approved cases be granted on payment of a fee of 2s. 6d. for each such licence. Every licence will remain in force during the pleasure of the Commissioners, and is subject to payment of an annual renewal fee of 2s. 6d., due and payable not later than on the 1st day of March in each year.

6. Licensed cobbles may be used for sea and river service, but other licensed boats of smaller size are only to be used for river service, i.e., not seaward of an imaginary line drawn from the end of the south pier to the end of the north pier.

7. All pilots are prohibited from using in the pilotage service at sea or in port, or when boarding vessels, any coble boat, steam tug, or other vessel of any description not licensed as aforesaid, excepting only the pilot steamer or steamers for the time being provided by the Commissioners, and excepting in such special and individual cases of emergency as shall be afterwards allowed by the Commissioners.

8. Every pilot using the pilot steamer shall, subject to the shipmaster's general right of selection, take his turn whether the vessel requiring a pilot be large or small, and if all the pilots (excepting those only qualified to pilot vessels not exceeding 500 tons register) obtain vessels, the pilot steamer shall return for a relay of pilots, and as soon as a sufficient number are on board, the pilot steamer shall proceed to sea immediately.

9. When two or more licensed pilot boats are making for the same vessel, the pilot in the first or leading boat shall be entitled to board such vessel, and the other pilots in the vicinity shall not interfere in any way in the act of boarding, but shall keep off at a distance of at least one-quarter of a mile.

10. No pilot boat shall be allowed to be towed outwards by any steamer, steam tug, or vessel towed by steam power beyond an imaginary line drawn from the south to the north pier heads. This rule is not to prevent any pilot towing homewards; and if whilst so towing he shall fall in with any vessel requiring a pilot, he shall be at liberty to board and take charge of such vessel.

11. Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without causing or contributing to damage or injury thereto or to other vessels, craft, quays, dock walls, piers, bridges, or other erections; and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers of the ships and vessels under his charge, and shall not leave his vessel until she is safely and permanently moored; and shall forthwith, but not exceeding in any case within forty-eight hours after his leaving each vessel, report to the pilot superintendent all accidents which may have happened to such vessel while under his direction inwards or outwards. He shall always have with him when on duty a copy of these bye-laws, his licence, and a pilot flag as described in the fifteenth of these bye-laws. On taking charge of a vessel he shall, if required, exhibit his licence to the officer in command. In the case of vessels outward bound, he shall repair on board at least two hours before

high water, or when required by the master, to ascertain if the vessel of which he is about to take charge is ready for sea, or to moor in the river; and, except with the consent of the master, he shall not leave a vessel piloted seawards until she is fairly clear of the entrance to the harbour. He shall obey and execute all orders received from the Commissioners or the nautical committee, the secretary, or the pilot superintendent. No pilot shall be absent from duty without the permission of the pilot superintendent, and every pilot found guilty of drunkenness whilst on duty shall be liable to have his licence cancelled and withdrawn.

12. All pilots going to sea in search of vessels shall first visit the pilot office to ascertain what orders there are for vessels expected inwards, and shall pay due regard thereto. Pilots cruising within or without the Tyne pilotage district must take charge of vessels requiring pilots without preferring one vessel over another.

13. Pilots must first obtain leave from the pilot superintendent before engaging to pilot vessels from other British or from foreign ports into the river Tyne, and failing such leave, any pilot at sea offering his services is to be entitled to the inward pilotage of any such vessel.

14. Every pilot engaged to pilot a vessel lying in the river, and bound into the Tyne, Northumberland, or Albert Edward Docks, shall be on board at least one hour before high water to make ready for going into dock, and every pilot in charge of a vessel in any part of the district shall be held responsible until the pilotage is completed.

15. Every pilot shall provide himself with a red and white flag three feet long by two feet broad, and of two colours, the upper horizontal half white, and the lower horizontal half red. On taking charge as pilot of any vessel, he shall cause his flag to be hoisted on board such vessel at the gaff-end under the ensign, or wherever it may be most conspicuously seen (except on the foremast), and he shall keep his flag continually flying whilst in charge of any vessel. This bye-law shall apply to every vessel outward or inward bound, at sea or in port, under way or at anchor, and under all circumstances so long as any vessel is in charge of a pilot.

16. All pilots and pilots' assistants whilst using or being at or near any of the offices, look-out houses, or other premises used or occupied for the purposes of the pilot service, shall conduct themselves with strict sobriety and be always of good behaviour; and shall on no account use insolent, improper, or quarrelsome language to any Commissioner or any member of the pilots' committee or any official of the Commissioners, either on any of the aforesaid premises or elsewhere, and if on the said premises, the offenders may be forthwith ejected therefrom without prejudice to other penalties under any of these bye-laws.

17. All pilots shall obey the bye-laws for the time being, and all orders, resolutions, and directions of the Commissioners, or of any committee of the Commissioners; and also all proper orders and directions that may be given to them by the pilot superintendent, or by the dock and harbour masters, relative to the docking, undocking, towing, transporting, removing, or berthing of vessels under their charge.

*Collection and Application of Pilotage.*

18. Every pilot shall make daily returns on forms to be prescribed by and furnished at an office of the Commissioners of the vessels piloted, docked, undocked, moved, or in any way transported or attended by him, showing the amount of earnings of every description earned each day by every pilot; such returns shall be made by each pilot to the secretary at the principal office of the Commissioners, and in default of his so doing or paying over such pilotage dues as by the nineteenth of these bye-laws he is authorised to receive, he shall in each case be subject to a deduction from his share of pilotage of a sum not exceeding 10s., and be liable to have his licence withdrawn, or suspended.

19. Every pilot is prohibited from receiving from any owner, consignee, agent, or master any pilotage dues or earnings of any description, excepting only when there

PORTS OF THE TYNE—*continued.*

is no owner, consignee, or agent of the vessel piloted resident or carrying on business in any of the ports within the Tyne pilotage district, or in Sunderland or Blyth. In any such case the pilot receiving the dues or earnings shall forthwith pay over such dues without deduction to the proper officer of the Commissioners at their principal office, or at such place and time as the Commissioners may from time to time direct.

20. Every pilot earning any pilotage dues or earnings of any description shall, on completion of his services, tender for signature to the master or other person in charge of the vessel a form of order on the owner, consignee, or agent at one of the Tyne ports, or at Sunderland or Blyth, for payment of the pilotage dues earned, to be in such order specified, and shall forthwith on receipt of such order deliver the same to an official of the Commissioners at the pilot office, Green's Place, South Shields, or at such office or place as the Commissioners shall from time to time prescribe. In no case shall pilots deliver their pilotage orders at the pilot office later than the day after vessels have been taken to sea, and every pilot failing to do so without sufficient reason shall be reported by the secretary to the Commissioners, and in each such instance the pilotage shall be retained until the Commissioners have given their decision thereon.

21. All owners, consignees, and agents at any of the Tyne ports, or at Sunderland or Blyth, of vessels piloted in the Tyne pilotage district are hereby required to pay all pilotage dues of every description to the Commissioners' collector for the time being, and not to any pilot. This bye-law is not to be construed to abridge or affect the legal liability of owners, masters, consignees, or agents to pay pilotage dues, and is intended to provide for payment of pilotage dues to the Commissioners' collector, instead of to the pilots as heretofore.

22. From the gross amount of pilotage dues and earnings received by the Commissioners there shall from time to time be deducted (1) the contributions of pilots under the 27th bye-law; (2) the cost of collection of the earnings of all the pilots; and (3) the expenses (but not exceeding 3½ per cent. on the gross amount of pilotage dues) of and incident to steam pilot cutters, cobles, or other vessels, and of pilots' assistants, as mentioned in the 23rd and 24th bye-laws. Such deductions, or any of them, may in the first place be upon estimate, subject to subsequent quarterly or other adjustment, and it shall not be open to any pilot to recover from the Commissioners any deduction made from the gross pilotage earnings by virtue of this or any other bye-law now or hereafter ordained by the Commissioners.

*Pilot Steamers.*

23. The Commissioners may from time to time purchase or hire, on such terms and for such periods as the Commissioners shall think fit, one or more steam cutters or other vessels, of such size, burthen, equipment, and at such cost as the Commissioners shall from time to time think fit, for the use of the pilots, and to enable them to keep the sea in every state of weather, and also for river service, with all necessary cobles and other boats, gear, machinery, and appliances, and may keep any and every such cutter or other vessel insured and indemnified against all insurable risks, and may repair, maintain, and navigate every such cutter or other vessel, and may employ and pay, and discharge, remove, and substitute masters, crews, and engineers, and may, at the discretion of the Commissioners, and for any of the purposes by these bye-laws authorised, enter into all necessary charter-parties and other contracts.

24. The pilots shall bear by deduction from time to time from the pilotage earnings, as mentioned in the 22nd bye-law (but not exceeding 3½ per cent. on the gross amount of pilotage earnings as from time to time collected by the Commissioners), the cost of the purchase, hire, maintenance, repair, insurance, navigation, and management of every steam cutter or other vessel, and of her boats, gear, machinery, and appliances, and of all cobles for river services, so to be hired or chartered by

the Commissioners as aforesaid, and of all pilots' assistants employed by the Commissioners in the pilot service.

25. The net amount of all pilotage earnings of every description received by the Commissioners shall, after the deductions mentioned or referred to in the 22nd bye-law, be divided between the pilots earning such pilotage earnings in proportion to the amount of pilotage earned by each pilot. The division of such net pilotage shall take place as nearly as may be monthly, or more frequently at the discretion of the Commissioners, and the decision of the Commissioners as to the share of any pilot on any such division shall be conclusive.

26. No action shall be brought or claim set up against the Commissioners by any pilot in respect of the collection, apportionment, or division by the Commissioners from time to time of the pilotage earnings.

*Contributions to Pilots' Funds.*

27. A deduction of not exceeding, in the discretion of the Commissioners, 5l. per centum shall be made from the gross amount of pilotage earnings of every description earned by the pilots. The amount thus from time to time deducted shall be placed to the credit of the amalgamated sea and river pilots' fund, hereinafter referred to as "the General Pilotage Fund," and shall be applied in the same manner as the other moneys belonging to this fund, being nevertheless primarily applicable to the cost of the pilotage service.

28. Every master and every mate in the merchant service obtaining a pilotage certificate, enabling him to pilot his vessel within any portion of the Tyne pilotage district pursuant to Part X. of the Merchant Shipping Act, 1894, shall, for each occasion on which he navigates his vessel within the district or part of the district to which his certificate applies, pay to the Commissioners, as hereinafter mentioned, a sum not exceeding in the discretion of the Commissioners 5 per centum of the gross amount of pilotage dues payable in respect of the vessel to a qualified Tyne pilot on each such occasion. Every such payment shall be placed to the credit of the General Pilotage Fund. Provided always, that such payments shall not entitle any such master or mate, nor his widow or children, to any pension, superannuation, or other benefit. Provided also, that such payment shall not be made in respect of the same vessel, either for inward or for outward pilotage, more than once in a period of ten consecutive days.

29. Every such master and mate certificated as aforesaid shall, within one calendar month after each half-year ending on the 30th day of June and the 31st day of December respectively, make a return in writing of the occasions during the half-year immediately previous on which he shall have navigated vessels within the Tyne pilotage district, with the names and all needful particulars of the vessels, and shall within the same periods respectively from time to time pay to the secretary at the principal office of the Commissioners the amounts due from him under the foregoing 28th bye-law.

*Pilots' Assistants.*

30. Candidates for the pilot service must not be under 14 years of age or over 18 years of age. They will be required to prove that they are able to read and write correctly, and that they have a competent knowledge of arithmetic, and must possess such other requirements as the Commissioners shall from time to time prescribe.

31. All approved candidates for the pilot service shall act as assistants therein for seven years under the direction of the Commissioners before attaining the age of 33 years, the first five of which are to be served in the Tyne pilotage district, and four of these first five years to be served in a sea-going pilot coble. No assistant shall leave the pilot service in any case without permission from the pilot superintendent, and, on application for examination for a pilot's licence, proof shall be required of the satisfactory completion of the seven years' term of service. Each such assistant shall serve six months of the above term after the first five years as seaman on board a sailing ship or ships, and shall serve one year and six months of the above term on board of a steam-

PORTS OF THE TYNE—*continued.*

ship or steam-ships, but such two years' service in sailing and steam-ships shall be made when and as may be approved of by the Commissioners. During service in sailing and steam-ships every assistant shall use his utmost efforts to become familiar with and experienced in the steering, handling, and working of such vessels. The service in sea-going cobles is to be verified by the certificates in writing of the pilots employing each assistant, which they are hereby required to supply on each occasion of the assistant leaving the service of any pilot.

32. Satisfactory testimonials, including a surgeon's certificate that a candidate for the pilot service is of sound health, shall in every case be submitted to the Commissioners before a licence is granted. The Commissioners or the nautical committee shall have power, as and when they shall think fit, to hold investigations into the conduct of any pilot's assistant, and to summon and require his attendance on any such investigation, and to dismiss any pilot's assistant from the pilot service at any time upon any misconduct on the part of the assistant deserving, in the judgment of the Commissioners or of the nautical committee, such punishment. The name of every candidate shall be entered in the pilot superintendent's register and character book on his first entering the service, and his character shall be therein yearly entered up by the pilot superintendent, and, unless otherwise ordered by the Commissioners, vacancies in the pilot service shall be filled up according to priority of date of entry as aforesaid.

33. Every assistant who shall have served the above term of seven years and shall apply for a pilot's licence shall, if eligible in other respects, undergo an examination under the direction of the Commissioners for the purpose of ascertaining his skill, knowledge, and experience in relation to the navigating, piloting, and conducting of steam and sailing vessels, including knowledge of the rule of the road at sea, and his freedom from colour-blindness. He must be able to give a correct and seamanlike description of the river, harbour, docks, and piers, and must know the course and distance between any two places within the Tyne pilotage district. He must be able to navigate any vessel requiring a pilot into, from, and throughout any part of the Tyne pilotage district, and for this purpose must possess a thorough knowledge of the chart and mariner's compass. He must be familiar with the rise and set of the tides; the depth and character of the soundings; the best anchorages; the sand-banks, rocks, shoals, and other dangers; the land-marks, buoys, and lights, and the marks and depths of the lead line; he must understand the complete management of a vessel, and how to bring her to anchor, and to keep her clear of her anchor in a tideway; how to moor, unmoor, and get underway; and how to handle a vessel under any circumstances.

*Licences and Renewals.*

34. Every pilot licence when first granted, and for a period of not less than one year thereafter, shall apply only to and authorise the navigating, piloting, and conducting of vessels not exceeding 500 tons net register. After the expiration of one year, every pilot who continues to hold such a licence may, in the discretion of the Commissioners, be required to pass a further examination on such heads and particulars as the Commissioners shall from time to time by resolution prescribe, and on his passing such further examination, if so required, he shall be eligible to conduct vessels of any tonnage. Provided always, that the Commissioners may from time to time, in the case of either young pilots or old or infirm pilots, or in other special cases, restrict the form and operation of a pilot's licence to such size of vessels, and for such period, and on such conditions, as the Commissioners shall prescribe.

35. Every pilot hereafter licensed shall, on receiving his licence to pilot vessels not exceeding 500 tons, pay to the Commissioners a fee of 2*l.*, and on receiving a licence to pilot vessels of any tonnage, shall pay a further fee of 2*l.*, and for the annual renewal of his

licence 1*l.*, the latter due on the 1st day of July in each year, and payable within one calendar month thereafter; and for the renewal of any licence in place of one lost, 10*s.* Every pilot, being a pensioner on the general pilotage fund, shall be liable to pay the annual renewal fee during each year that he earns pilotage earnings amounting to 100*l.* or upwards. Pilots being pensioners earning less in any year shall be exempt for that year.

36. Every master and every mate in the merchant service obtaining from the Commissioners a pilotage certificate pursuant to Part X. of the Merchant Shipping Act, 1894, shall, on receiving his licence, pay to the Commissioners a fee of 2*l.*, and for the annual renewal of his licence, 10*s.*; and for the renewal of any licence in place of one lost, 10*s.*

37. In addition to persons qualifying for the pilot service, as prescribed by the foregoing bye-laws, the Commissioners shall have power to grant licences to such masters in the merchant service holding certificates of competency granted by the Board of Trade under the Merchant Shipping Acts as the Commissioners shall select as pilots, subject to each person before being licensed under this bye-law serving for a period of 12 months as an assistant in the pilot service under the direction of the Commissioners, and passing the examination prescribed by the 33rd bye-law, and a further examination, if required, under the 34th bye-law; but assistants in the pilot service having duly qualified themselves for licences shall be preferred over masters applying for licences under this bye-law.

*Pilots' Committee.*

38. There shall be a committee of pilots appointed by the Commissioners for examining in the presence of the pilot superintendent all applicants for licences, and to hear and settle disputes between pilots themselves, or between pilots and assistants, or between assistants, and the pilot superintendent shall, if requested by any of the parties interested, refer the case to the Commissioners for their decision, which shall be final and binding upon the parties. The committee shall consist of such number as the Commissioners shall from time to time appoint. For the present and until the Commissioners shall otherwise appoint, the committee shall consist of 12 members, with the addition of the two Commissioners elected by the pilots, five of whom shall form a quorum. The three members of the committee who have longest acted as such shall retire at the end of each year, namely, on the date of the annual election of such two Commissioners, but shall be eligible for re-election, and three members shall be elected out of the body of the pilots by the pilots themselves at a meeting convened for the purpose held after but on the same day as the said annual election, and the members then elected or re-elected shall, if approved, be appointed by the Commissioners to act on the committee for the ensuing year. Each member of the committee shall hold office during the pleasure of the Commissioners, and in case of the death, resignation, or removal of any member of the committee, the vacancy shall be filled up by the Commissioners. Any other of the Commissioners may be present at any meeting of the committee.

*Rates and Conditions of Pilotage.*

39. For the purposes of the following tariff the river Tyne is divided into four sections, viz. :—

1. From sea to and bounded by an imaginary line from Jarrow Quay Corner to the western boundary of the Northumberland Dock.
2. From the last-mentioned imaginary line to and bounded by an imaginary line drawn from Bill Point due south-east true to the South Shore.
3. From the last-mentioned imaginary line up to and bounded by the east side of Newcastle Swing Bridge.
4. From the east side of Newcastle Swing Bridge westwards so as to include the remaining navigable portion of the river.

## PORTS OF THE TYNE—continued.

40. The following pilotage rates shall be paid for every foot of water which any ship or vessel shall draw, viz. :—

	From 1st April to 30th September, both inclusive.	From 1st October to 31st March, both inclusive.
	Per Foot. s. d.	Per Foot. s. d.
Sea to section 1 or the reverse - - - -	1 3	1 6
Sea to section 2 or the reverse - - - -	2 -	2 8
Sea to section 3 or the reverse - - - -	2 6	2 9
Sea to section 4 or the reverse - - - -	3 -	3 8
From section 1 to section 2 or the reverse -	1 -	1 -
From section 1 to section 3 or the reverse -	1 6	1 6
From section 1 to section 4 or the reverse -	2 -	2 -
From section 2 to section 3 or the reverse -	1 -	1 -
From section 2 to section 4 or the reverse -	1 6	1 6
From section 3 to section 4 or the reverse -	1 -	1 -

41. The above rates shall apply to cases where vessels are piloted from any part of one section into any part of another section, and any part of a foot not being greater than half a foot will be charged as half a foot, and if more than half a foot will be charged as a foot.

42. Vessels exceeding 500 tons net register shall also pay one farthing per ton on the excess of such tonnage above 500 tons for pilotage from sea to any part of section 1 and the reverse, and one farthing per ton extra for pilotage from section 1 to any part of the river west of section 1 and the reverse, but in no case shall this extra tonnage rate be paid more than once inwards and once outwards on each occasion of a vessel entering and leaving the port. The pilot first in charge of a vessel inward or outward bound shall be entitled to the benefit of this bye-law, although such vessel does not on the first occasion of pilotage reach her final destination inwards or proceed to sea.

43. In the cases of vessels bound from or to sea, and unable from any cause to reach their destinations or proceed to sea the same tide, pilots must, if required, attend the following tide to dock or berth such vessels or take them to sea, as the case may require, without any additional remuneration. Vessels requiring pilots, and bound from any part of the river, and which have proceeded direct to sea, must pay pilotage to sea.

44. When any vessel at sea inward bound to the river Tyne, shall arrive within the limits of the pilotage district of the Tyne without a pilot of the Tyne on board, the pilot who first offers his services thereafter shall, although such services be refused by the master or other person having the charge and control of the vessel, be entitled to receive one-half of the pilotage dues for the pilotage inwards of such vessel, in case the master or other person having the charge or control of such vessel shall after such refusal employ any other pilot to pilot such vessel inwards into the Tyne. Such inward pilotage shall be so divided, notwithstanding that the pilot actually employed was not informed that a pilot had previously offered his services as aforesaid. Provided that no pilot shall be entitled to such share of the inward pilotage of more than one inward-bound vessel refusing his services within 12 hours from the first offer and refusal.

45. A pilot engaged in general terms at sea who pilots a vessel into the harbour, but is there superseded by another pilot, shall be entitled, to receive, in addition to the pilotage from sea into the harbour, half of the further pilotage to her destination.

46. When a vessel at sea bound into the Tyne shows one or more authorised signals for the pilot and does not employ a pilot responding thereto, the inward pilotage of such vessel into Shields harbour shall be payable to such pilot.

*Docking and Transporting.*

47. The rates for docking, undocking, transporting, shifting, and moving within the port not covered by the foregoing rates of pilotage shall be as follows, viz. :—

	s. d.
Vessels not exceeding 200 tons net register - - - -	5 -
Vessels not exceeding 400 tons net register - - - -	7 6
Vessels not exceeding 600 tons net register - - - -	10 -
Vessels not exceeding 800 tons net register - - - -	12 6
Vessels not exceeding 1,000 tons net register - - - -	15 -
Vessels exceeding 1,000 tons, for every 100 tons or part of 100 tons above 1,000 tons, a further charge of - - - -	1 -

In the case of vessels exceeding 400 tons net register, two-thirds only of the above rates to be charged for moving vessels from tier to tier, or from tier to any dry dock within the distance of 300 yards.

For a pilot's attendance in harbour when required on any vessel, when not ultimately engaged to pilot such vessel, per day or part of a day, 7s. 6d.

*Launches.*

The rates for attending at the launch of any vessel in the river Tyne, and conducting her to her moorings in dock or elsewhere within the port shall be as follows, viz. :—

	s. d.
Vessels not exceeding 400 tons net register - - - -	20 -
Vessels not exceeding 600 tons net register - - - -	25 -
Vessels not exceeding 800 tons net register - - - -	30 -
Vessels not exceeding 1,000 tons net register - - - -	32 6
Vessels exceeding 1,000 tons, for every 100 tons or part of 100 tons above 1,000 tons, a further charge of - - - -	1 -

For a pilot continuing in charge on request whilst a steamer's compasses are being adjusted, 10s. extra for such service.

*Complaints: how to be made.*

48. All complaints of offences shall be made in writing signed by the party aggrieved and delivered to the secretary of the Commissioners or left at the head office, as soon as practicable, and the secretary shall summon all such persons as the Commissioners or any committee may desire to examine to attend any meeting of the Commissioners or committee.

*Pilotage Funds.*

49. Whereas since the 1st day of October 1880 the existing sea and river pilots' funds have been amalgamated: and whereas it is possible that certain river pilots may have been injuriously affected by such amalgamation: it is therefore hereby provided that each river pilot pensioned on the 1st day of October 1880 shall, in lieu of the pension then receivable by him, receive a pension of 30l. per annum during his life. Each river pilot who shall have attained the age of 45 years on the said 1st day of October 1880 shall thereupon, and until he shall attain the age of 60 years, be entitled to a pension of 18l. per annum, and upon his attaining the age of 60 years he shall be entitled, in lieu of the said last-mentioned pension, to receive a pension of 30l. per annum during his life. Provided, nevertheless, that the aforesaid pensions to river pilots living on the 1st day of October 1880 shall not prevent them continuing to act as river pilots in the same manner as they did previous to such date.

50. Other pensioners on the sea and river pilots' funds on the 1st day of October 1880 shall continue to receive pensions and allowances upon the same conditions as heretofore.

## PORTS OF THE TYNE—continued.

51. Sea and river pilots licensed prior to the said 1st day of October 1880 shall be entitled to pensions and allowances upon the conditions in force on and before that date; provided also, that such last-mentioned pensions and allowances may be by the Commissioners from time to time varied, and if necessary reduced, if in the opinion of the Commissioners the funds, after payment of expenses, are insufficient to pay and provide for the pensions and allowances charged thereon.

52. Subject to the operation of the preceding bye-laws 49, 50, and 51, the amalgamated sea and river pilots' funds, hereinafter called "the General Pilotage Fund," and all accretions thereto, shall, after providing for all payments and expenses incurred by the Commissioners for the purposes of the pilotage service, be applied by the Commissioners for the relief and support of the widows and children of pilots licensed after the said 1st day of October 1880, and of such last-mentioned pilots when old and decayed on such terms and conditions, and in such amounts, as the Commissioners shall from time to time direct.

53. The Commissioners may also from time to time, in their discretion, out of the general pilotage fund make grants of money towards the repair and replacement of licensed cobbles and other boats regularly employed in the pilot service, and damaged or lost without fault on the part of the pilot owning such cobble or boat.

54. The Commissioners may also out of the general pilotage fund pay or contribute towards the funeral expenses of any pilot in such special and individual cases as the Commissioners shall in their discretion think fit.

55. No pension shall be assigned or assignable, and every pension shall be payable only to and against the receipt of the pensioner entitled thereto, and no attempt by any pensioner to anticipate, assign, mortgage, or otherwise deal with any pension shall be recognised or acted on.

56. For the purposes of the separate accounts to be returned to the Board of Trade pursuant to section 585 of the Merchant Shipping Act, 1894, the income from funds from time to time invested at interest as part of the general pilotage fund shall be primarily applicable to payment of pensions, superannuations, and benefits pursuant to foregoing bye-laws, and shall be accordingly annually transferred from the general pilotage fund to a separate account, to be intitled "Receipts and Expenditure in respect of Pensions, Superannuations, and other Benefits," together with other items of receipts and expenditure appearing in the general pilotage fund applicable to pensions, superannuations, and benefits, and together with such further amount to be annually transferred from the general pilotage fund applicable to

pensions, superannuations, and other benefits as shall, subject to working expenses, from time to time be available and required to balance the account of receipts and expenditure in respect of pensions, superannuations, and other benefits. Save as aforesaid, the general pilotage fund shall continue to be administered as heretofore.

57. All funds now in or hereafter coming into the possession of the Commissioners in respect of the Tyne pilotage district and available for investment, including the amalgamated sea and river pilots' fund, may be and remain, at the discretion of the Commissioners, invested, and may be from time to time invested and re-invested upon any of the following securities, namely:—

(1.) Upon loan to the Tyne Improvement Commissioners upon any of the securities on which these Commissioners are from time to time authorised by law to borrow money.

(2.) In any post office savings bank.

(3.) In the public funds.

(4.) Upon real securities of freehold or copyhold tenure in England or Wales.

(5.) Upon the debentures or debenture stock or the preference stock or preferred ordinary stock of any English, Scotch, or Welsh railway company.

(6.) Upon the securities offered by any municipal corporation, body of commissioners, harbour authority, or other corporation aggregate in England authorised by law to borrow money, including any debenture or preference stock of any gas or water company incorporated by Act of Parliament or by any Provisional Order confirmed by Parliament.

(7.) In the purchase of real property situate in England.

(8.) In addition to the foregoing, upon any of the securities upon which a trustee is authorised to invest trust funds by "The Trustee Act, 1893," or by any amendment thereof, or by any other statutory authority in force for the time being applicable to trustees and trust funds.

## Penalties for Breach of Bye-laws.

58. Every pilot or assistant offending against or contravening any of the preceding bye-laws, or any bye-law hereafter ordained by the Commissioners, shall for every such offence forfeit and pay a penalty not exceeding 5*l.*, and in addition to this penalty, any pilot so offending or acting contrary to any resolution or order of the Commissioners, or of any committee of the Commissioners, or of any order of any pilot superintendent, is and is hereby made liable to have his licence restricted, recalled, or suspended by the Commissioners.

## NAMES of PILOTS.

## SEA PILOTAGE DISTRICT.

*Licensed to pilot Vessels throughout the entire District of the Tyne.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Blair - - -	83	Henry Strachan - - -	69	Jacob Bone - - -	62
James Morton - - -	76	W. T. Turnbull - - -	69	Charles Burn (1) - - -	66
John Grieves - - -	74	Joseph Blackett - - -	80	Anthony Ramsey - - -	65
Robert Chambers (1) - - -	77	R. Shotton (1) - - -	73	William Timmouth (1) - - -	65
James Coats - - -	73	Charles Pearson - - -	68	William Marshall (1) - - -	65
L. Burn (1) - - -	72	Thomas Tindle - - -	71	J. C. Morrison - - -	64
Thomas Stott - - -	71	William Chambers - - -	67	John Harrison - - -	64

## PORTS OF THE TYNE—continued.

## NAMES of PILOTS—continued.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
George Smith - - -	63	P. K. Stephenson - - -	53	M. Purvis (2) - - -	39
Thomas Nevens - - -	62	T. C. Purvis - - -	51	H. Duncan - - -	41
John Purvis (1) - - -	63	John Morton - - -	59	J. G. Stewart - - -	38
Joseph Chambers - - -	62	Benjamin Heron (1) - - -	62	H. Y. Marshall - - -	38
John Heron - - -	71	W. Wright - - -	53	G. B. Morrison - - -	38
Edward Tindle - - -	63	J. W. Mackey - - -	53	W. Donkin - - -	41
John Brown - - -	57	James Purvis (1) - - -	50	James Purvis (3) - - -	39
John Peat - - -	59	W. Reed - - -	43	J. G. H. Thurlbeck - - -	37
John Watson - - -	58	Richard Harrison - - -	50	D. Marshall - - -	37
J. L. Burn - - -	62	A. E. Emmerson - - -	42	W. Marshall (3) - - -	36
W. Purvis (1) - - -	58	John Phillips - - -	50	J. W. Carter - - -	37
H. Stephenson (1) - - -	62	George Young - - -	50	Charles Burn (2) - - -	36
A. Purvis - - -	61	A. L. Burn - - -	50	Alexander Leslie - - -	36
William Strachan - - -	58	Henry Young - - -	49	L. Burn (3) - - -	34
R. B. Young - - -	69	J. O. Moffat - - -	49	George Burn - - -	34
John Bone (1) - - -	60	John T. Cree - - -	41	Henry Chambers - - -	45
William Marshall (2) - - -	60	Robert Burn - - -	48	John Whale - - -	36
William Stephenson - - -	60	Robert Pearson - - -	71	M. M. Marshall - - -	34
Joseph Watson - - -	55	Robert Taylor - - -	73	John Burn (2) - - -	34
W. Timmouth (2) - - -	60	Andrew Taylor - - -	71	Ralph Burn - - -	33
R. Young - - -	60	L. Burn (2) - - -	48	R. Thurlbeck - - -	33
John Hutchinson - - -	59	William M. Young - - -	47	M. C. Reed - - -	33
John Purvis (2) - - -	58	James Young (1) - - -	47	William Purvis (3) - - -	35
John Houlaby - - -	60	R. Pickering - - -	47	H. Leslie - - -	34
John Wright - - -	60	R. Ramsey - - -	47	John Marshall (2) - - -	33
John Bone (2) - - -	57	A. Hogg - - -	47	John W. Marshall - - -	32
Thomas Young (1) - - -	57	John Burn (1) - - -	46	Robert Leslie - - -	33
James Wright - - -	58	L. Harrison - - -	46	John Young - - -	32
Robert Purvis - - -	57	John Grieves (2) - - -	46	William Purvis (4) - - -	32
Matthew Young - - -	56	John Duncan - - -	45	John H. Timmouth - - -	32
H. Wright - - -	57	James Young (2) - - -	45	Robert Phillips (2) - - -	32
C. Chambers - - -	55	A. Thurlbeck - - -	44	Thomas Young (3) - - -	31
R. M. Young - - -	55	J. W. Purvis - - -	44	James Burn - - -	31
Thomas Bone - - -	55	Ralph Shotton (2) - - -	41	Robert Cowell - - -	34
James Stephenson - - -	54	Robert Duncan - - -	43	John Bones (3) - - -	31
P. Young - - -	54	S. Stewart - - -	40	R. Chambers (2) - - -	31
R. Phillips (1) - - -	53	T. Hogg - - -	39	Robert Heron - - -	31
T. Young (2) - - -	54	M. Purvis (1) - - -	40	W. Young - - -	30
John Marshall - - -	53	A. L. Ayre - - -	39	T. H. Purvis - - -	30
Jacob Harrison - - -	53	B. Heron (2) - - -	39	R. P. Stephenson - - -	31
James Forster - - -	57	John Chambers - - -	39	J. H. Ramsey - - -	31
William Purvis (2) - - -	55	W. H. Thurlbeck - - -	39	T. Timmouth - - -	30
David Young - - -	52	James Purvis (2) - - -	42	Joseph Wirght - - -	30
T. S. Stephenson - - -	53	T. Harrison - - -	41	G. W. Burn - - -	30

*Masters of Home Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Bruce - - -	—	J. W. Hall - - -	—	William A. Searle - - -	—
William Durham - - -	—	Anthony Dove - - -	—	David Wilson - - -	—
Robert Beacher - - -	—	R. Webster - - -	—	J. A. Strachan - - -	—
H. S. Nelson - - -	—	Thomas H. Little - - -	—	William Ford - - -	—
Ralph Goundry - - -	—	J. W. Searle - - -	—	Andrew Wilkie - - -	—

PORTS OF THE TYNE--continued.

NAMES OF PILOTS--continued.

NORTH SEA PILOTAGE DISTRICT.

Licensed to pilot Vessels in the North Sea, outside the Limits of any Pilotage Authority.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William White - -	—	John Hodgeman - -	—	W. F. Adams - - -	—
William Gourley - -	—	Richardson Swinhoe - -	—	Peter Rattary - - -	—
William Proctor - -	—	W. H. Thompson - -	—	John C. Woodall - -	—
Henry Drake - - -	—	George C. Ascough - -	—	Samuel Adamson - -	—
George Gunn - - -	—	William Scott - - -	—	Thomas Rennie - - -	—
John Stratford - -	—	John Andrews - - -	—	W. A. Scott - - -	—
Robert Cowell - - -	—				

SUMMARY of RETURNS as to PILOTS.

Number of Pilots holding General Licences - - - - -	163
Number of Masters of Passenger Ships - - - - -	15
Number of North Sea Pilots - - - - -	19

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.		T O T A L S.	
	C O A S T E R S.		O V E R S E A.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Tyne - - -	5,384	7,084 1 9	2,260	4,603 - 10	4,070	5,864 5 -	11,714	18,151 7 7

(2.)—O U T W A R D S.

From Tyne to Sea - - -	4,549	7,859 8 10	2,924	7,577 15 9	3,624	6,889 11 4	11,097	22,326 15 11
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TOTAL NUMBER of BRITISH and FOREIGN  
VESSELS Piloted into the Tyne.

TOTAL NUMBER of BRITISH and FOREIGN  
VESSELS Piloted out of the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.	VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.			£. s. d.
ENGLISH - - -	7,614	12,287 2 7	ENGLISH - - -	7,473	15,437 4 7
FOREIGN - - -	4,070	5,864 5 -	FOREIGN - - -	3,624	6,889 11 4
TOTAL - - -	11,714	18,151 7 7	TOTAL - - -	11,097	22,326 15 11

PORTS OF THE TYNE—*continued.*

ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

## PILOTAGE ACCOUNT for the Year ended 31st December 1899.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To gross amount of pilots' earnings received for—				By deductions from pilots' earnings, carried to General Account - -	2,618	10	4
Inward pilotage - - - -	18,151	7	7	By deductions from pilots' earnings, carried to Collection Account - -	168	13	2
Outward pilotage - - - -	22,326	15	11	By deductions from pilots' earnings, carried to Boarding Account - -	1,180	12	3
				By net earnings paid to pilots - -	37,110	7	9
£.	40,478	3	6	£.	40,478	3	6

## GENERAL PILOTAGE ACCOUNT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account - - - -	32,338	3	9	By amount paid for expenses of committees - - - -	53	4	10
To amount of deductions from pilots' earnings - - - -	2,018	10	4	By amount paid for printing and stationery - - - -	30	18	1
To amount of fees received from applicants for renewals of pilots' licences - - - -	123	-	-	By amount paid for printing new bye-laws - - - -	34	-	-
To amount of fees received from applicants for new pilots' licences - -	16	-	-	By amount paid for cleaning offices - -	27	10	-
To amount of fees received from masters of passenger ships for renewals of pilotage certificates - - - -	6	10	-	By amount paid for rates and taxes - -	17	3	1
To amount of fees received from pilots for licences for pilots' boats - -	12	7	6	By amount paid for painting and repairs to property - - - -	20	4	3
To amount received for rents from property - - - -	37	17	-	By amount paid for law charges - -	26	3	4
To amount of contributions from certificated masters of passenger ships -	10	10	11	By amount paid for law charges in connection with new bye-laws - -	82	17	-
To amount of fee received from master of passenger ship for new licence -	2	-	-	By amount paid for auditor auditing 1898 accounts - - - -	15	15	-
To amount received for fines - - -	1	5	-	By amount paid for expenses of look-out houses - - - -	30	16	-
To amount received for copies of new bye-laws sold - - - -	-	18	-	By amount of subscription to Ingham Infirmary - - - -	15	15	-
£.	34,576	2	6	By amount of subscription to Newcastle Infirmary - - - -	5	5	-
				By amount of subscription to Tyne-mouth Infirmary - - - -	5	5	-
				By amount of subscription to Tyne-mouth Dispensary - - - -	2	2	-
				By amount paid for clerk - - - -	50	-	-
				By amount paid for secretary - - -	200	-	-
				By amount paid for other officers - -	351	12	6
				By amount paid for pension to late superintendent - - - -	50	-	-
				By amount paid for coals, gas, water, postage, and other miscellaneous expenses - - - -	62	15	2
				By amount transferred to Pension Account - - - -	462	7	10
				By balance carried to next account -	33,017	8	5
£.	34,576	2	6	£.	34,576	2	6

## COLLECTION ACCOUNT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account -	85	18	11	By collector's salary - - - -	191	-	-
To deductions from pilots' earnings, as per bye-law - - - -	108	13	2	By collector's allowance for assistance during holidays - - - -	6	11	6
				By riverside expenses - - - -	15	-	-
				By printing and stationery - - -	12	17	2
£.	254	12	1	By balance carried to next account -	29	3	5
				£.	254	12	1

## PORTS OF THE TYNE—continued.

Account of all Monies received and expended by or on behalf of Pilots or Pilotage—continued.

## BOARDING ACCOUNT.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	6,449 4 1	By painting and repairs to lifeboat -	7 4 11
To deductions from pilots' earnings, as per bye-law - - - -	1,180 12 3	By steamer taking pilots to sea - -	688 18 4
		By assistants placing pilots on board of vessels from steamers - - -	129 2 -
		By agent's salary for directing steamer to proceed to sea with pilots - -	12 - -
		By sundry expenses - - - -	9 6 5
		By balance carried to next account -	6,788 4 8
£.	7,629 16 4	£.	7,629 16 4

## NORTH SEA PILOTAGE ACCOUNT.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	19 11 8	By balance carried to next account -	19 11 8

## BALANCE SHEET.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from General Account - - - -	33,017 8 5	By investment with the Tyne Improvement Commissioners - - - -	17,090 - -
To balance brought from Boarding Account - - - -	6,788 4 8	By investment with the Tees Conservancy Commissioners - - - -	11,547 10 -
To balance brought from Collection Account - - - -	29 3 5	By investment with the Gateshead Corporation - - - -	2,500 - -
To balance brought from North Sea Pilotage Account - - - -	19 11 8	By investment with the South Shields Gas Company - - - -	2,000 - -
		By investment with the Tynemouth Gas Company - - - -	1,000 - -
		By investment with the Newcastle and Gateshead Water Company - -	1,014 - -
		By investment with the Tynemouth Corporation - - - -	565 12 6
		By cash in hands of secretary for prepayment of pilotage dues - -	350 - -
		By amount on deposit with bankers -	500 - -
		By cash at bankers - - - -	1,087 6 8
		By value of office buildings - -	1,300 - -
£.	39,854 8 2	£.	39,854 8 2

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of interest on moneys invested - - - -	1,325 17 2	By amount paid for pensions or superannuations:	
To amount transferred from General Account - - - -	462 7 10	Pilots (45) - - - -	1,020 2 0
		Widows (65) - - - -	728 2 0
		Orphans (20) - - - -	40 - -
£.	1,788 5 -	£.	1,788 5 -

14 February 1900.

James Robinson, Secretary.

## PORT OF NEWCASTLE-UPON-TYNE.

*Pilotage is Free. Limits of District.—See p. 75 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, &amp;c.

*See p. 75 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

*Alamouth.*

George Richardson - - - - - aged 65

*Amble.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Matthews, sen. -	68	John Sinton - - -	52	R. Rochester - - -	50
John William Anderson -	46	William Davison - -	53	J. G. Young - - -	42
John Matthews, jun. -	36	Thomas Young - - -	50		

*Blyth.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Redford - - -	65	Isaac George Tate - -	53	Joseph Southern - -	60
Thomas Bamba - - -	45	Samuel Tate - - -	47	William Campbell - -	36
Alexander Brown - -	49	William Mitchell - -	48	William Redford - -	59
Robert Robinson - -	53	John Davidson - - -	46	Daniel C. Tate - - -	41
John Innes - - -	51	Jos. Henderson - - -	47		
James John Gibson -	52	John Southern - - -	53	Robert Newman Wood -	52
John Henry Brown - -	54	James Thompson - - -	44	William Wood - - -	49
Frederick Twizell - -	40	J. S. Dolmahoy - - -	43		

*Holy Island.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Ralph Wilson - - -	52	John Walker - - -	53	Thomas Kyle - - -	68
Matthew Kyle - - -	65	James Beadnall - - -	59	Benjamin Kyle - - -	77
William Lilburn - - -	64	David Markwell - - -	66	George Kyle - - -	55
Thomas Cromarty - -	65	William Wilson - - -	73	Ezekiel Allison - - -	57

*North Sunderland.*

NAME.	Age.	NAME.	Age.
Anthony Rutter - - -	36	Michael Robson - - -	53

*Seaham Harbour.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Lionel Henry - - -	69	Thomas Dobson - - -	60	John Page Scott - - -	47
Michael Scott - - -	66	Richard Hudson - - -	56	George Harrison - - -	45
Charlton Dobson - -	64	George Marshall - - -	56	Thomas Rush - - -	61
Ralph Dobson - - -	50	Morley Scott - - -	52	William Millar - - -	40
George Scott, sen. -	61	John Harrison - - -	50	George Scott, jun. - -	39
John Marshall - - -	60	Frank Ellemore - - -	49		

PORT OF NEWCASTLE-UPON-TYNE—*continued.*NAMES of PILOTS—*continued.**Whitby.*

NAMES.	Ages.	NAMES.	Ages.
Thomas Cass - - -	53	William George Douglas -	57
Henry Hobson - - -	70		

## RATES of PILOTAGE.

See p. 44 of Parl. Paper, No. 210 of 1896.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		Not Towed by Steam.			
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Amble - - -	259	174 8 6	110	75 9 3	260	170 14 3	629	420 12 -
From Sea to Blyth - - -	915	763 13 3	45	38 18 -	1,380	1,100 1 5	2,340	1,911 12 8
From Sea to Seaham Harbour -	884	536 12 6	1	- 16 3	38	26 16 6	923	564 5 3
From Sea to Holy Island -	21	10 13 -	-	- - -	-	- - -	21	10 13 -
From Sea to Alnmouth - - -	-	- - -	-	- - -	-	- - -	-	- - -
From Sea to Whitby - - -	20	0 18 1	-	- - -	4	3 2 9	24	13 - 10
From Sea to North, Sunderland -	9	5 3 3	-	- - -	4	2 8 -	13	7 11 3
TOTAL - - -	2,108	1,500 8 7	156	115 3 6	1,686	1,312 2 11	3,950	2,927 15 -

## (2.)—OUTWARDS.

From Amble to Sea - - -	208	204 - -	91	86 7 11	259	254 8 6	558	544 16 5
From Blyth to Sea - - -	577	684 14 -	351	474 9 10	1,380	1,664 18 6	2,308	2,824 2 4
From Seaham Harbour to Sea -	892	751 5 11	-	- - -	36	29 12 3	928	780 18 2
From Holy Island to Sea - - -	20	10 3 -	-	- - -	-	- - -	20	10 3 -
From Alnmouth to Sea - - -	-	- - -	-	- - -	-	- - -	-	- - -
From Whitby to Sea - - -	5	3 2 -	-	- - -	3	1 9 3	8	4 11 3
From North Sunderland to Sea -	3	1 12 0	-	- - -	4	2 15 6	7	4 8 5
TOTAL - - -	1,705	1,654 17 8	442	560 17 9	1,682	1,953 4 -	3,829	4,168 10 5

*Note.*—Vessels over 500 tons are charged  $\frac{1}{2}$ d. per ton on the surplus tonnage. This money is received by the pilots themselves, and in 1899 amounted to 1,232*l.* 2*s.* 10*d.*

## TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted INTO and OUT of the above Ports.

	INWARDS.		OUTWARDS.	
	No. of Vessels.	Amount.	No. of Vessels.	Amount.
BRITISH VESSELS - - - - -	2,204	£. s. d. 1,015 12 1	2,147	£. s. d. 2,215 15 5
FOREIGN VESSELS - - - - -	1,686	1,312 2 11	1,682	1,953 - -
TOTAL - - -	3,950	2,927 15 -	3,829	4,168 19 5

## PORT OF NEWCASTLE-UPON-TYNE—continued.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

## ALNMOUTH.

Dr.		Cr.	
To gross amount received for	{ Inward pilotage - { Outward pilotage -	By amount paid in respect of pilots -	Nil.
	Nil.		

## WARKWORTH AND AMBLE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for	{ Inward pilotage - 402 12 - { Outward pilotage - 544 16 5	By amount paid in respect of pilots -	985 8 6
To amount of fees received from applicants for renewals of pilots' licences	8 - -	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	27 8 6
To amount of pilots' fees - - -	43 19 6	By other expenses of pilotage authority:	
		Deputation expenses - - -	3 11 -
		Stationery and postages - -	3 10 -
		By amount paid for secretary - -	7 10 -
		By amount paid for pilot master -	10 - -
£.	1,017 7 11	£.	1,017 7 11

## BLYTH.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for	{ Inward pilotage - 1,911 12 8 { Outward pilotage - 2,824 2 4	By amount paid in respect of pilots -	4,735 15 -
To amount of fees received from applicants for renewals of pilots' licences	22 - -	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	103 14 5
To amount of pilots' fees - - -	176 2 6	By other expenses of pilotage authority:	
		Towage of buoy - - -	1 5 -
		Stationery, printing, and postages	5 13 5
		Deputation expenses - - -	11 3 8
		Rent of office - - -	5 - -
		By amount paid for secretary - -	15 - -
		By amount paid for clerk - -	6 6 -
		By amount paid for pilot master -	50 - -
£.	4,933 17 6	£.	4,933 17 6

## HOLY ISLAND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for	{ Inward pilotage - 10 13 - { Outward pilotage - 10 3 -	By balance brought from last account	35 16 -
To amount of fees received from applicants for renewals of pilots' licences	2 15 -	By amount paid in respect of pilots -	20 16 -
To amount of pilots' fees - - -	- 9 -	By amount paid for pilot master -	5 - -
To balance carried to next account -	37 12 -		
£.	61 12 -	£.	61 12 -



PORT OF NEWCASTLE-UPON-TYNE—*continued.*ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or  
SUPERANNUATION FUND.

## W A R K W O R T H   A N D   A M B L E.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	173 10 4	By balance carried to next account -	200 18 10
To amount received as contribution to superannuation and pension fund from pilots - - - - -	27 8 6		
£.	200 18 10	£.	200 18 10

## B L Y T H.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	656 11 6	By amount paid for pensions or super- annuations of pilots - - -	13 10 -
To amount received as contribution to superannuation and pension fund from pilots - - - - -	108 14 5	By balance carried to next account -	746 15 11
£.	760 5 11	£.	760 5 11

## S E A H A M   H A R B O U R.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - - -	18 14 7	By balance brought from last account	115 3 9
To balance carried to next account -	143 0 2	By amount paid for pensions or super- annuations of pilots - - -	47 - -
£.	162 3 9	£.	162 3 9

15 February 1900.

*George C. Coates, Secretary.*

## CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

*Pilotage is partly Free and partly Compulsory.—See pp. 10, 12, and 14 of Parl. Paper, No. 94 of 1888.*

*Limits of District.—See the limits for which Pilots are licensed in each case.*

## BYE-LAWS, REGULATIONS, &amp;c.

*See p. 16 of Parl. Paper, No. 154 of 1889 ; p. 48 of Parl. Paper, No. 251 of 1891 ;  
and p. 58 of Parl. Paper, No. 160 of 1894.*

## NAMES of PILOTS—Younger Brethren who are Branch Pilots.

NAMES.	Ages.	Service for which Licensed.
Avery, Benjamin John -	64	From the Humber, northward, to Flamborough Head and Tynemouth Bar ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Bromley, Thomas -	60	From the Humber, northward, to Flamborough Head and Tynemouth Bar ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Bibbing, William -	59	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Blerkarn, John Charles -	50	From the Humber, northward, to Flamborough Head and Tynemouth Bar ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Bartlett, Mark -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland to Cronstadt.
Blades, Robert -	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and southward, through Yarmouth Roads, and into the Downs.
Bammant, John -	44	From the Humber, northward, to Flamborough Head and Tynemouth Bar ; eastward, to Heligoland and the Red Buoy in the Elbe ; and southward, through Yarmouth Roads, and into the Downs.
Bolton, Samuel Henry -	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Chambers, William Henry -	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Campbell, Thomas -	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and southward, through Yarmouth Roads into the Downs, the Swin, and up to the Nore.
Cuthbert, Alexander Nicol -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward to Heligoland and the Red Buoy in the Elbe ; and eastward to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Cross, John -	51	From the Humber, northward, to Flamborough Head and Tynemouth Bar ; eastward to Heligoland, and the Red Buoy in the Elbe ; and southward through Yarmouth Roads, and into the Downs.
Curtis, William -	40	From the Humber, northward, to Flamborough Head and Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic to Riga.
Dossor, Frederick -	63	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Dowse, Thomas Dandison -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads ; eastward, to Heligoland and the Red Buoy in the Elbe ; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	Service for which Licensed.
Dennison, Thomas Stevenson -	62	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Elliott, Edmund - - -	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Eshelby, William Morley -	44	From the Humber, northward, to Flamborough Head, and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Forth John Walter - -	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Gordon Andrew - - -	48	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Hadaway, William Woolley -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Johnson, Edward James -	62	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Johnson Thomas John - -	61	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Jones, Robert Thomas - -	47	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads.
Johnston, John Alexander -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Johnson, George Thomas -	46	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Kershaw, Frederick - - -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Kendrick, Joseph - - -	51	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Leach George Clark - - -	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Leighton, Thomas William -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Lowery, Frederick - - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued*.

NAMES.	Ages.	Service for which Licensed.
Lowson, Charles - - -	46	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Magee, William - - -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe, and southward, through Yarmouth Roads, and into the Downs.
Massam, John William - -	43	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Mills, James - - -	71	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Monro, Alexander Richard -	58	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Morley, John - - -	58	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Martin, Richard - - -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Malet, James Hudson - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Marshall, William Brocksopp	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Norman, William - - -	59	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads, and into the Downs.
Niell, Robert Rowley - -	58	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Olhenroth, Henry Otto - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Owen, John - - -	67	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Oliver, Samuel Hackett - -	56	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Pindar, Edward - - -	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Pepper, George - - -	49	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	Service for which Licensed.
Pashby, Edwin Vokes - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Potter, Richard - - -	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Pearse, Henry Wallace - -	47	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Penligen, William Henry -	50	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Rayner, John William - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Robinson, Henry - - -	64	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Roach, Robert - - -	57	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Rice, John - - -	44	From the Humber, northward, to Flamborough Head, and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Scarr, George - - -	52	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Smith, David Paxton - -	70	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Smith, Robert - - -	50	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Taylor, Joseph Whalley -	57	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Tholander, Oscar - - -	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Turney, Thomas Gray - -	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Vickerman, John Blissit -	72	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Vickerman, William - -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Ward, John Richard - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	Service for which Licensed.
Watson, Robert - - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Walters, Nathan - - -	58	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Wing, Joseph - - -	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Wilkinson, John - - -	51	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Whitton, William - - -	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.

## EAST COAST.

*Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.*

NAMES.	Ages.	Service for which Licensed.
Foreman, Henry John - -	68	From St. Edmund's Ness, on the Coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads at Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and <i>vice versa</i> .
Goodson, Joseph Henry - -	43	
Jones, James Joseph - -	46	

*Along the East Coast through Lynn Deep.*

Goodson, Edward - - -	44	Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west through Boston and Lynn Deep, and as far as Blakeney, and <i>vice versa</i> , except as regards vessels passing to or from King's Lynn, which are to be piloted along the East Coast southward, between the Humber and the Northness of Dimlington, bearing west through Lynn Deep, as far as an imaginary line drawn north by west from St. Edmund's Ness, otherwise Gore End, to the Long Sand, and <i>vice versa</i> .
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*Along the East Coast to the Southward of the Humber.*

Dobson, William - - -	52	Along the East Coast, southward, between the entrance to the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deep, as far as Blakeney.
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*Along the East Coast to the Downs.*

Wright, Thomas - - -	65	From the Humber, southward, through Yarmouth Roads, and into the Downs.
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*Along the East Coast, Northward, to Tynemouth Bar, and Southward, to the Downs.*

Neal, Stephen - - -	62	From the Humber, northward, to Flamborough Head and Tynemouth Bar; and southward, through Yarmouth Roads, and into the Downs.
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*Along the East Coast, Northward, to Leith Roads, and Southward, to the Downs and Nore.*

Dines, Alfred - - -	57	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Burmeister, John Charles Frederick.	51	
Miller, Henry - - -	46	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.**Along the East Coast, Northward, to Tynemouth Bar, and Southward, to the Downs and Nore.*

NAMES.	Ages.	Service for which Licensed.
Speed, Robert - - -	59	From the Humber, northward, to Flamborough Head and Tynemouth Bar; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.

*Along the East Coast, Northward, to Leith Roads, and Southward, to the Downs.*

NAMES.	Ages.	Service for which Licensed.
Hudson, Charles - - -	43	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Firth of Forth up to Leith Roads; and southward, through Yarmouth Roads, and into the Downs.
Hudson, George William -	50	
Borrill, George Mark - -	49	

PILOTS appointed and licensed for the Port of *Wisbech*, in the County of *Lincoln*.

NAMES.	Ages.	Service for which Licensed.
Burton, James Henry - - -	51	Into and out of the Port of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said Town of Wisbech, inwards; and from and to all intermediate places between the said Town and the said Lower Roads; and also (if required by the master of any ship or vessel, and when no other pilot appointed by us shall be in charge of such ship or vessel) from the said Lower Roads, to and across the Bar, and to the Roaring Middle Buoy, outwards; and from the Roaring Middle Buoy, to and across the Bar, and to the said Lower Roads, inwards; and from and to all intermediate places between the said Lower Roads and the Roaring Middle Buoy.
Carlill, William, jun. - -	35	
Pilkington, Isaiah - - -	34	
Worley, William - - -	50	

PILOTS appointed and licensed for the Wash or Bay, called *Fosdyke Wash*, and the *River Welland*, in the County of *Lincoln*.

NAMES.	Ages.	Service for which Licensed.
Cope, Samuel - - -	75	Into and out of the River Welland and Fosdyke Wash, and seaward thereof through the Deeps called Boston Deeps, so far as a certain buoy called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the River Welland, in the Town of Spalding.
Lineham, Thomas - - -	59	

PILOTS appointed and licensed for the Port of *Goole*, in the County of *York*.

NAMES.	Ages.	Service for which Licensed.
Drury, William - - -	49	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Garner, Thomas - - -	53	
Sharp, William - - -	40	
Prentice, William - - -	59	
Torr, William - - -	45	
Nichols, George - - -	38	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

MASTERS and MATES to whom Certificates have been granted for the Port of *Goole*, to pilot the Vessels of which they are respectively the Masters or Mates, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Aaron, William - - -	35	Kitwood, Thomas William -	61	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Anderson, William Henry -	41	Lamming, George William -	27	
Arnold, George - - -	38	Lister, Thomas Bolland -	42	
Atkinson, Edward Peter -	57	Lill, Frederick - - -	45	
Broadhead, Alma - - -	40	Mason, William - - -	40	
Burnitt, John William -	46	Mapplebeck, Henry - - -	40	
Braham, Alfred - - -	41	Maltby, Francis - - -	52	
Bury, J. M. G. - - -	42	Moore, Charles - - -	47	
Collier, Joseph William -	33	Midgley, David - - -	63	
Colledge, John - - -	45	Newlove, Francis - - -	46	
Cottam, George - - -	65	Parkinson, Joseph - - -	53	
Collier, Tom - - -	33	Rockett, William - - -	42	
Cawthorn, James Robert -	45	Redford, Edward Duncan -	58	
Depledge, John William -	40	Rowbottom, George - - -	54	
Depledge, Thompson Flower -	30	Scott, James - - -	43	
Denby, William - - -	45	Sherwood, Charles - - -	55	
Eyre, Henry - - -	47	Thorpe, Charles Robinson -	43	
Foster, Edwin - - -	43	Townsley, John - - -	40	
Farnill, Paul - - -	62	Turgoose, Robert William -	33	
Gill, George - - -	44	Tulley, Thomas - - -	49	
Gravell, William - - -	70	Wadsworth, Samuel - - -	56	
Goodworth, Richard - - -	41	Wadsworth, Fred - - -	31	
Hewson, A. G. L. - - -	31	Wake, George Henry - - -	45	
Hudson, Charles Henry -	42	Woodhead, Ernest William -	38	
Jones, W. E. - - -	37	Woodhead, Robert - - -	54	
Ingleby, John - - -	60	Waterhouse, Thomas - - -	37	
Jordan, Henry - - -	57	Wormald, Samuel Holdridge	43	
Ibbetson, George - - -	51			

MASTERS to whom Certificates have been granted for *Gainsborough*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	Service for which Licensed.
Craven, Tom - - -	38	Into and out of Gainsborough, and the waters thereof, and upon any part of the River Humber between Gainsborough aforesaid and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Mason, Tom - - -	41	
Rusling, William - - -	37	
Land, Samuel - - -	39	
Spur, Joseph - - -	36	

Pilots appointed and licensed for the *River Humber*, under the Act 2 & 3 Will. 4, c. 105.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ashford, Joseph - - -	43	Edmondson, John Taylor -	35	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Blanshard, Walter Skelton -	30	Frazer, Robert William -	50	
Bond, George - - -	50	Gash, Walter Edwin - - -	29	
Bond, Robert - - -	46	Godfrey, John Samuel - -	50	
Bond, John Henry - - -	41	Good, Thomas William - -	56	
Burn, George Cook - - -	41	Hume, William - - -	65	
Brighty, William - - -	33	Harrison, Walter - - -	42	
Brown, John - - -	43	Harvey, Edward Morey - -	40	
Calvert, Richard - - -	62	Harrison, Charles Howell -	35	
Duncan, John William - - -	40	Ives, Albert Edward Bloom -	37	
Dukes, William - - -	28	Jordan, John William - -	51	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*Pilots appointed and licensed for the *River Humber*, under the Act 2 & 3 Will. 4, c. 105—*continued.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Jenkinson, Stanley James -	36	Roberts, Edwin - - -	54	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Kerridge, James William -	32	Rainforth, Stephen - - -	36	
Liversedge, William - - -	66	Rainforth, Fred - - -	44	
Lewis, William Robert - - -	44	Rea, George Alfred - - -	39	
Lofley, John William - - -	53	Stocks, Frederick - - -	49	
Lee, William Robert - - -	36	Stocks, Thomas - - -	45	
Lee, Albert - - - - -	49	Sampson, William - - -	56	
Munday, Edward - - - - -	56	Spence, James Thomas -	61	
Marshall, Charles Alexander -	44	Smith, William Bonnor -	41	
Monday, Richard Henry - - -	28	Stanford, George William -	62	
Marshall, Allan Watt - - -	37	Thompson, William Cockrill	65	
Megginson, Thomas William -	33	Todd, James Dawson - - -	37	
Morley, Charles - - - - -	30	Waddingham, George - - -	41	
Oleson, Edward - - - - -	47	Wallace, William Henry -	67	
Pearson, William - - - - -	60	Wilkin, George - - - - -	58	
Pearson, John - - - - -	55	Wilson, Thomas Henry - - -	45	
Pudney, John - - - - -	56	White, Charles William -	51	
Parrott, Fred - - - - -	37	Ward, Edward Peaker - - -	37	
Rowan, Thomas William - - -	72	Wilkin, Charles Edwin - -	34	

APPRENTICES to the *Humber* Pilotage Service.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Bond, Thomas - - - - -	17	Cox, John Watson - - - -	19	Stephenson, James Oliver -	20
Brown, Henry - - - - -	15	Johnson, Arthur - - - -	19	Tomlinson, William - - -	20
Crichton, William Brewer -	20	Mawer, William Henry - -	18		

Pilots appointed and licensed for the *River Humber*, under the Acts 2 & 3 Will. 4, c. 103, and 12 & 13 Vict. c. 81.

NAMES.	Ages.	Service for which Licensed.
Cross, Henry - - - - -	52	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Clark, Edwin - - - - -	66	
Mawer, William Henry - - -	43	
Richardson, Robert - - - -	54	
Rea, John - - - - -	70	
Stubbs, William Henry - - -	38	
Shores, Thomas Waite - - -	35	
Sykes, John - - - - -	42	
Thompson, Charles - - - - -	39	
White, George Henry - - - -	49	

## CORPORATION OF 'TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

## NAMES OF PILOTS—Younger Brethren who are Branch Pilots—continued.

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Atkinson, Edward Peter -	57	Denby, William - - -	45	Into and out of the Port of Kingston-upon-Hull and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook,
Aaron, William - - -	35	Dunley, Edward Robert -	30	
Allman, Edwin - - -	29	Depledge, Thompson Flower -	31	
Armstrong, Sydney - - -	32	Depledge, John William -	40	
Anderson, Emmerson - - -	59	Eshelby, William Morley -	44	
Arnold, George - - -	37	Eyre, Henry - - -	47	
Anderson, J. B. - - -	49	Farnill, Paul - - -	62	
Arnold, Richard Dyer - - -	54	Ferris, Henry George - - -	56	
Bammant, John - - -	43	Ford, Robert - - -	32	
Benz, Adolph Franz - - -	50	Fox, George - - -	37	
Bartlett, Robert - - -	46	Foster, Edwin - - -	42	
Brett, Alfred - - -	41	Forth, John Walter - - -	55	
Braham, Alfred - - -	41	French, William - - -	54	
Belding, Henry John - - -	46	French, H. E. - - -	31	
Bone, William Lewis - - -	52	Gravell, William - - -	70	
Briggs, William - - -	55	Goodworth, Richard - - -	41	
Bearpark, Frederick William	46	Gordon, Andrew - - -	49	
Byas, George R. - - -	38	Gill, George - - -	44	
Butlin, Clarke - - -	34	Grant, John - - -	46	
Bray, George Richd. William	41	Harbord, Richard Arthur -	39	
Broadhead, Alma - - -	39	Hudson, Charles Henry -	42	
Borrill, George Mark - - -	49	Holdorf, Charles Henry -	31	
Burnitt, J. W. - - -	46	Hick, Allanson - - -	41	
Boyle, Francis Benjamin -	37	Higgins, John - - -	52	
Bury, J. M. G. - - -	42	Horncastle, R. D. - - -	34	
Boerhave, Geert - - -	39	Hewson, A. G. L. - - -	31	
Cadman, Arthur MacDonal	35	Hayes, Richard - - -	57	
Campbell, Thomas - - -	43	Hellyer, Giles - - -	45	
Collier, Jasper Chancellor -	32	Horncastle, F. W. - - -	36	
Chambers, William Henry -	55	Ingleby, John - - -	69	
Cawcutt, Fred - - -	27	Ibbetson, George - - -	51	
Cowlrick, Charles - - -	35	Jones, Richard William -	44	
Cramp, Charles - - -	50	Jones, Robert Thomas -	45	
Cockram, C. M. G. - - -	36	Jewitt, John William -	56	
Cherry, George - - -	66	Jongmann, Elibertus Christoffer	41	
Coward, J. W. - - -	38	Jones, William Edward -	38	
Cawthorn, James Robert -	44	Johnston, John Alexander -	44	
Cotton, E. J. - - -	46	Jefferson, Frederick John -	45	
Cotton, William - - -	58	Jordan, Henry - - -	55	
Cotton, George - - -	64	Kershaw, F. - - -	48	
Cuthbert, Alexander Nicol -	46	Kendrick, Joseph - - -	51	
Carmichael, Joseph Andrew -	52	Kruisemea, Sens - - -	29	
Collier, Tom - - -	33	Kitwood, Thomas William -	61	
Dossor, Frederick - - -	61	King, Joseph - - -	31	
Dudgeon, Frank - - -	34	Leighton, Thomas William -	46	
Dowse, Thomas Dandison -	50	Lawson, Charles - - -	46	
Dennison, Thomas Stephenson	63			
Duncan, John - - -	48			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber Pilots*—*continued.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Lill, Frederick - - -	45	Steele, James - - -	39	Into and out of the Port of Kingston-upon-Hull and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Lea, W. S. - - -	31	Steele, John Henry - - -	51	
Len, Joseph - - -	55	Sherwood, Charles - - -	54	
Lawson, Richard - - -	28	Sherwood, Edward - - -	46	
Lamming, G. W. - - -	28	Smith, Charles Cook - - -	42	
Lowden, William - - -	53	Sturdy, George Birkett - - -	40	
Leach, George Clark - - -	53	Soulsby, Frederick Richard - - -	40	
Mason, William - - -	40	Tholander, Oscar - - -	55	
Moore, Charles - - -	49	Thornham, George - - -	60	
Magee, William - - -	44	Thorpe, Henry Odavins - - -	42	
Mapplebeck, Henry - - -	40	Turgoose, Robert Wm. - - -	33	
Mitchie, Charles - - -	40	Taylor, Joseph Whalley - - -	53	
Maclaren, Walter Edwin - - -	32	Thorpe, Charles Robinson - - -	43	
Mellon, George Robert - - -	38	Thornhill, Charles Edward - - -	50	
Mayne, Edward - - -	48	Turnbull, R. C. - - -	44	
Myers, Thomas - - -	32	Townsley, John - - -	40	
Maclean, Hugh - - -	28	Tulley, Thomas - - -	49	
Martin, James - - -	34	Truman, James William - - -	34	
Massam, Robert Watson - - -	42	Turney, Thomas Gray - - -	46	
Norton, Walter James - - -	41	Visser, Tys - - -	50	
Newlove, Francis - - -	46	Van Borrendam, Cornelius Johannes. - - -	59	
Newton, John - - -	39	Vasselin, Georges Paul - - -	40	
Norfolk, A. E. - - -	34	Wake, George Henry - - -	45	
Neale, James - - -	29	Wood, John William Henry - - -	54	
Nelson, George Horatio - - -	38	Webb, James - - -	59	
Nell, Charles Edward - - -	46	Warrent, Charles Henry - - -	67	
Ohlenroth, Henry Otto - - -	53	Warrent, Charles Frederick - - -	41	
Overlack, Adolph Wilhelm Carl Edward. - - -	58	Wadsworth, Samuel - - -	56	
Owen, John - - -	66	Wood, George Edmund - - -	36	
Pepper, George - - -	48	Wilkinson, J. W. - - -	33	
Penligen, William Henry - - -	50	Wadsworth, Fred - - -	31	
Potter, Richard - - -	48	Walker, T. B. - - -	35	
Pauchon, William Henry - - -	43	Ward, J. V. - - -	38	
Parkinson, Joseph - - -	43	Watson, A. K. - - -	40	
Pearse, Henry Wallace - - -	47	Walters, Nathan - - -	54	
Raynor, John William - - -	52	Waterhouse, A. C. - - -	29	
Rockett, William - - -	42	Wilkin, John - - -	68	
Reed, Richard Cammell - - -	42	Williams, Aubrey - - -	45	
Rowbottom, George - - -	55	Wilkinson, William Robert - - -	38	
Ribben, Antoine - - -	37	Wood, A. G. - - -	42	
Redford, Edward Duncan - - -	59	Wormhold, Samuel Holdridge - - -	43	
Rusling, William Everatt - - -	37	Woodhead, Robert - - -	54	
Bowan, Francis Henry - - -	55	Woodhead, Ernest William - - -	38	
Roach, Robert - - -	57	Waterhouse, Thomas - - -	37	
Scarr, George - - -	47	Waterhouse, Arthur Edward - - -	28	
Smith, Thomas John - - -	48	Young, Alexander - - -	49	
Spence, George - - -	40	Young, James William - - -	39	
Samson, James - - -	37			
Sheckell, F. W. - - -	35			

## CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

## NAMES OF PILOTS—Younger Brethren who are Branch Pilots—continued.

PILOTS appointed and licensed for *New Holland*, in the County of *Lincoln*.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ashford, Joseph - - -	43	Marshall, Allan Watt - -	27	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber, between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Blanshard, Walter Skelton -	30	Mawer, William Henry - -	43	
Bond, George - - -	50	Morley, Charles - - -	30	
Bond, Robert - - -	46	Monday, Richard Henry -	28	
Bond, John Henry - - -	41	Megginson, Thomas William -	33	
Brown, George - - -	43	Oleson, Edward - - -	47	
Brighty, William - - -	33	Pudney, John - - -	56	
Burn, George Cook - - -	41	Pearson, John - - -	55	
Clark, Edwin - - -	65	Pearson, William - - -	58	
Cross, Henry - - -	52	Parrott, Fred - - -	37	
Calvert, Richard - - -	62	Rea, George Alfred - - -	59	
Duncan, John William - - -	40	Rea, John - - -	70	
Dukes, William - - -	28	Roberts, Edwin - - -	54	
Edmondson, John Taylor -	35	Richardson, Robert - - -	54	
Frazer, Robert William -	50	Rainforth, Stephen - - -	36	
Gash, Walter Edwin - - -	29	Rainforth, Fred - - -	44	
Good, Thomas William - -	56	Sampson, William - - -	56	
Godfrey, John Samuel - -	50	Stocks, Frederick - - -	49	
Hume, William - - -	65	Spence, James Thomas - -	61	
Harrison, Walter - - -	42	Stanford, George William -	62	
Harvey, Edward Morey - -	40	Stocks, Thomas - - -	45	
Harrison, Charles Howell -	35	Smith, William Bonner - -	41	
Ives, Albert Edward Bloom -	37	Stubbs, William Henry - -	38	
Jordan, John William - -	51	Sykes, John - - -	43	
Jenkinson, Stanley James -	36	Shores, Thomas Waite - -	35	
Kerridge, James William -	32	Todd, James Dawson - - -	37	
Liversedge, William - - -	66	Thompson, Charles - - -	39	
Lofley, John William - - -	53	Wallace, William Henry - -	57	
Lewis, William Robert - -	44	Waddingham, George - - -	41	
Lee, William Robert - - -	36	White, Charles William - -	51	
Lee, Albert - - -	36	Wilson, Thomas Henry - - -	45	
Mundey, Edward - - -	56	White, George Henry - - -	49	
Marshall, Charles Alexander -	40	Ward, Edward Peaker - - -	37	
		Wilkin, Charles Edwin - -	34	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

MASTERS to whom Certificates have been granted for *New Holland*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	Service for which Licensed.
Carr, William - - -	45	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Cutsforth, George Arthur - -	36	
Fulstow, George - - -	53	
North, Richard - - -	42	
Rusling, Thomas - - -	46	
Taylor, Joseph - - -	51	
Wells, Richmond - - -	48	

MASTERS to whom Certificates have been granted for *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Beals, Gorham - - -	47	Lee, Tom - - -	46	Into and out of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port, and so far out to sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Birkwood, Henry - - -	41	Miller, Samuel - - -	48	
Bacon, Joseph - - -	51	Miller, Charles Augustus - -	64	
Coombe, Claude Isaac - -	38	Morris, George Henry - -	33	
Cripsey, Walter Tennant -	49	Morris, William Arthur - -	36	
Cripsey, John Jarmond -	51	Osborn, George - - -	45	
Chafer, Alfred J. Havercroft -	31	Petterson, John - - -	59	
Godard, Francois - - -	52	Prowse, Gilbert - - -	41	
Guyodo, Clement Marie - -	42	Petterson, Petter - - -	36	
Hollingsworth, Joseph - -	64	Russell, Thomas Edward - -	35	
Hicks, Richard - - -	53	Rutter, Edward - - -	67	
Howell, William - - -	54	Stephen, George - - -	34	
Jackson, Harold Harwood -	40	Vasselin, Georges Paul - -	41	
Jowers, Joseph - - -	63	Whiten, Isaac - - -	45	
Knox, Arthur Samuel - -	41	Watts, Frederick J. - - -	38	

MASTERS to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the Port of *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	Service for which Licensed.
Grice, Benjamin John - -	53	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber between the said Port of Kingston-upon-Hull and the said Port of Great Grimsby.
Maltby, Francis - - -	51	
Jackson, Joseph - - -	63	

## RATES of PILOTAGE.

See pp. 19, 21, 25, and 36-39 of Parl. Paper, No. 154 of 1889; and pp. 57 and 59 of Parl. Paper, No. 160 of 1894.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			
From the distance at Sea where Donna Nook bears south - west one-third west to the southward of the Sand Halls Buoy to Hawke Roads, or Grimsby Roads -	-	-	-	-	3	6 17 6	2	1 10 10	-	-	-	-	3	5 13 9	4	4 9 2	13	18 11 3
From the distance at Sea where Donna Nook bears south - west one-third west to the southward of the Sand Halls Buoy to Whitebooth Roads -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From the distance at Sea where Donna Nook bears south - west one-third west to the southward of the Sand Halls Buoy to the Port of Kingston-upon-Hull -	117	184 3 9	230	290 4 10	606	2,843 9 9	208	340 13 4	7	11 7 6	7	8 16 9	1,254	4,128 8 6	374	615 6 -	2,853	8,422 10 5
From the westward of the above limits to Spurn High Lighthouse bearing north-east to Hawke Roads, or Grimsby Roads -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From the westward of the above limits to Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull -	-	-	-	-	2	6 13 -	13	26 6 9	-	-	-	-	3	7 15 9	1	1 8 -	6	15 16 9
From Grimsby Docks to the Port of Kingston-upon-Hull -	-	-	-	-	4	8 18 6	-	-	-	-	-	-	4	8 11 6	10	16 9 -	31	60 5 0
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull -	-	-	-	-	2	4 5 -	-	-	-	-	-	-	2	2 16 3	-	-	4	7 1 3
From Whitebooth Roads to the Port of Kingston-upon-Hull -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From any Dock or Slip in the Port of Kingston-upon-Hull, or at New Holland to any Dock or Slip in the Port of Kingston-upon-Hull -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	289 4 5
Tidesworks, Attendances, &c. -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26 - 6
TOTAL - - -	117	184 3 9	230	290 4 10	677	2,870 3 9	223	368 10 11	7	11 7 6	7	8 16 9	1,266	4,153 5 9	389	637 12 2	2,906	8,839 10 4

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
Amount paid by such Vessels Piloted to the Port of Hull as have, before reaching their ultimate port of destination, to take or pay for Two or more Pilots, with the number of Vessels paying the same - - -	387	£. s. d. 797 13 9

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy to the Grimsby Docks - - -	5	4 18 9	148	157 13 5	68	192 13 -	91	113 17 6	1	- 17 6	3	2 12 6	577	1,386 5 6	335	421 8 6	1,223	2,437 6 8
From the westward of the above limits to Spurn High Lighthouse bearing north-east to the Grimsby Docks - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From the Hawke Roads to the Grimsby Docks - - -	-	-	-	-	2	2 9 6	1	- 8 6	-	-	-	-	-	-	1	- 14 -	4	3 12 -
From the Buoy of the Burcome, or Grimsby Roads, to the Grimsby Docks - - -	-	-	-	-	1	- 15 6	-	-	-	-	-	-	2	1 1 -	-	-	3	1 16 6
Tidesworks, Attendances, &c. - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13 7 6
TOTAL - - -	5	4 18 9	148	157 13 5	71	202 18 -	92	114 6 -	1	- 17 6	3	2 12 6	579	1,537 6 6	336	422 8 6	1,235	2,456 19 8

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Hawke Roads, or Grimsby Roads, to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	-	£. s. d.	-	£. s. d.	3	£. s. d.	2	£. s. d.	-	£. s. d.	-	£. s. d.	1	£. s. d.	4	£. s. d.	10	£. s. d.
From Whitbooth Roads to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From the Port of Kingston-upon-Hull to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	201	422 - -	66	75 8 1	486	1,703 1 10	352	890 2 -	23	29 5 6	1	1 - -	1235	3,891 13 3	347	763 10 8	2,801	7,791 3 4
From the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east or any point westward of the above limits, and between such limits and Spurn High Lighthouse bearing north-east	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From the Port of Kingston-upon-Hull to Grimsby Docks	-	-	-	-	3	7 10 10	4	6 17 -	-	-	-	-	1	2 5 6	51	94 6 6	59	110 10 10
From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
From any Dock or Slip in the Port of Kingston-upon-Hull to any Dock or Slip at New Holland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3 15 8
Tidesworks, Attendances, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129 10 6
TOTAL	201	422 - -	66	75 8 1	492	1,714 16 8	358	893 16 -	23	29 5 6	1	1 - -	1237	3,895 16 9	402	867 16 2	2,879	8,031 8 2

Vessels changing at Hull for Ports and Places above Hull.		Number of Vessels.	Amount of Pilotage below Hull.
Amount paid by such Vessels as have, before reaching the limits of Pilotage water, to take or pay for Two or more Pilots, with the Number of Vessels paying the same		361	£. s. d. 816 19 6

## PORT OF GRIMSBY.—(2.) OUTWARDS.

From Grimsby Docks to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	165	100 0 3	2	2 10 -	67	168 12 6	39	62 15 6	1	- 18 9 -	-	-	879	2,071 1 6	76	127 19 6	1,229	2,683 7 -
Tidesworks, Attendances, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30 9 -
<b>TOTAL</b>	<b>165</b>	<b>100 0 3</b>	<b>2</b>	<b>2 10 -</b>	<b>67</b>	<b>168 12 6</b>	<b>39</b>	<b>62 15 6</b>	<b>1</b>	<b>- 18 9 -</b>	<b>-</b>	<b>-</b>	<b>879</b>	<b>2,071 1 6</b>	<b>76</b>	<b>127 19 6</b>	<b>1,229</b>	<b>2,683 14 -</b>

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

GOOLE.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole - -	302	335 8 3	131	157 5 1	125	115 9 3	618	607 10 7

(2.)—OUTWARDS.

From Goole to Hull Roads - -	342	390 10 1	102	125 8 5	160	196 9 9	604	712 8 3
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WISBECH.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Roaring Middle Buoy to the Lower Roads at Sea - - - - -	16	29 15 -	27	51 14 3	43	81 9 3
From the Lower Roads at Sea to Wisbech Town -	64	108 2 10½	51	106 12 6	115	214 15 4½
From the Lower Roads at Sea to Sutton Bridge, otherwise Cross Keys Bridge - - - -	21	23 11 3	10	17 11 -	31	41 2 3
From Sutton Bridge, otherwise Cross Keys Bridge, to Wisbech Town - - - - -	-	- - - -	3	1 11, 4	3	1 11 4
TOTAL - - -	101	161 9 1½	91	177 9 1	192	338 18 2½

(2.)—OUTWARDS.

From the Lower Roads at Sea to the Roaring Middle Buoy - - - - -	22	29 3 9	33	43 6 3	55	72 10 -
From Wisbech Town to the Lower Roads at Sea -	63	93 6 -	51	82 7 4	114	175 13 4
From Sutton Bridge, otherwise Cross Keys Bridge, to the Lower Roads at Sea - - - - -	17	17 4 -	6	6 7 -	23	23 11 -
TOTAL - - -	102	139 13 9	90	132 - 7	192	271 14 4

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

## SPALDING.

AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARD S.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Fosdyke Bridge - -	59	31 17 6	2	1 6 6	61	33 4 -

## (2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway - -	14	5 17 1	2	- 10 6	16	6 7 7
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## RIVER HUMBER.

AMOUNT received for PILOTAGE of VESSELS in 1899.

## TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Boston Deep to the Humber, or the Northness of Dimlington bearing west.	-	- - -	1	5 4 -	-	- - -	1	5 4 -
Intermediate distances within the limits above mentioned.	1	2 15 -	2	7 13 -	-	- - -	3	10 8 -
TOTAL - - -	1	2 15 -	3	12 17 -	-	- - -	4	15 12 -

## FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to the Downs - - - -	2	13 2 -	78	549 7 7	37	280 14 4	117	843 3 11
From the Humber to Lynn Deep - - - -	-	- -	-	- -	1	5 12 -	1	5 12 -
From Skegness to Boston Deep - - - -	-	- -	3	16 1 -	14	55 19 -	17	72 - -
From Skegness to Lynn Deep - - - -	-	- -	5	24 2 6	8	34 15 6	13	58 18 -
Intermediate distances within the limits above mentioned.	-	- -	19	52 16 4	33	86 10 6	52	139 6 10
TOTAL - - -	2	13 2 -	105	642 7 5	93	463 11 4	200	1119 - 9

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by the Commissioners acting under the *Humber* Pilot Act in respect of PILOTS and PILOTAGE in the Year 1899.

Year ending 31st Dec. 1898.	Dr.	£. s. d.	Year ending 31st Dec. 1898.	£. s. d.	By	£. s. d.	TOTAL.	£. s. d.
	To Balance undivided, 31st December 1898:				By Office Commission:			
	For pilotage	- 1 11			Inward	283 17 11		
	Letter money	- 1 2			Outward	284 12 2		
	Amount returnable from pilots and cutters' contributions	208 1 7			Letter money	2 19 11		548 10 -
	To Pilotage, viz.:				By "Dracena" Account for interest, deprecations, and expenses, 15 per cent. on 400 <i>l.</i> for two months twenty-one days, viz.:			
	Hull—Inward	7,800 4 6			4 per cent. on outlay	3 11 5		
	" Outward	6,938 16 8			3 per cent. depreciation	5 13 7		
	Grimsby—Inward	2,416 2 9			8 per cent. for expenses	7 2 9		
	" Outward	2,639 12 9			By Agents' Commission:			
	Goole—Inward	799 2 5			Grimsby	129 10 7		13 7 9
	" Outward	767 16 6			Goole	41 2 4		
	Tideswork—Inward	289 7 6			Goole Incidentals	22 - 7		
	" Outward	143 18 2			By Apprentices:			
	To Letter money	122 12 -			Salaries and board wages	146 2 5		172 13 6
					Amount paid towards time-expired apprentices	60 - -		
					Victuals	247 19 2		
					Medical attendance	22 5 -		
					By Sundries:			
					Expenses of boat for Goole look-out	133 3 2		466 6 7
					Let.,—Half borne by Goole pilots	66 11 7		
					Boat and tug hire	66 11 7		
					Railway fares and lodgings	23 12 3		
					Receipt stamps	90 3 10		
					Advising vessels from Goole	56 12 4		
					Pilot flags	93 17 11		
					Harbours for flag pole at Grimsby.	94 11 -		
					New gangway at Grimsby.	9- 16 -		
					By Pilots and Cutters' Contributions to the Pilots' Pension Fund			158 1 1
					(4 per cent. on gross pilotage, 21,991 <i>l.</i> 7 <i>s.</i> 2 <i>d.</i> ):			
					£. s. d.			
					745 7 10 Pilots	740 13 5		
					113 12 - Cutters	138 19 6		
					860 19 10			879 12 11
					690 14 6 <i>½</i> Deduct,—Amount returnable.			
					170 5 3 <i>½</i>			
					By Mayor's Transvaal War Fund:			
					Amount contributed thereto at the request of a majority of pilots, as per Resolution of Commissioners, 7th December 1899			
					Let.,—Money thereof carried forward to January			
					By Pilots and Cutters:			
					Pilots	52 10 -		26 5 -
					Cutters	26 5 -		
					By Pilots and Cutters for Letter Money:			
					Pilots	17,203 18 11 <i>½</i>		20,432 4
					Cutters	3,238 5 10		
					By Balance undivided carried down	99 5 8		117 2 -
						17 16 4		- 5
								22,802 4 - <i>½</i>
								£.

N.B.—The items marked \* are not provided for as deductions in the Joint Stock Agreement, but are included in this Account by agreement with the pilots, and with the approval of the Commissioners.



HUMBER PILOTS' PENSION FUND ACCOUNT for the Year ending 31st December 1899.

FOR THE YEAR ENDED 31 DECEMBER 1899.

79

INCOME.		EXPENDITURE.	
Dr.	£. s. d.	Cr.	£. s. d.
To Pilots and Cutters' Contributions (4 per cent. on gross pilotage, 21,991 L. 7s. 2d.) :—		By Allowances to superannuated Pilots and Widows :	
Pilots . . . . .	740 13 5	Pilots . . . . .	904 10 -
Cutters . . . . .	138 19 6	Widows . . . . .	130 - -
	879 12 11		734 10 -
To Hull Trinity House :		By Balance carried down . . . . .	
Proportion of fees for the year 1898 . . . . .	52 10 -		533 18 1½
To Commissioners' Income and Expenditure Account :			
Balance thereof at 31st December 1899, per account transferred . . . . .	336 5 2½		
	£. 1,368 8 1½		£. 1,368 8 1½
To Balance brought down . . . . .			
	533 11 1½		

## CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

## BALANCE SHEET, 31st December 1899.

Year ending 31st Dec. 1898.	LIABILITIES.			ASSETS.			£.
Dr.	To Pilots and Cutters :	£. s. d.	£. s. d.	Cr.	By Debts owing to the Commissioners for Pilotage :	£. s. d.	£. s. d.
1,824 14 11	Proportion of December pilotage and letter money payable in January 1899 - - - - -	1,461 5 1	1,461 11 1		Hull - - - - -	97 8 -	
- 6 -	Receipt stamps charged for use in January - - - - -	- 6 -	- 6 -		Grimsby - - - - -	350 15 9	
490 19 10½	To Pilotage Account—Balance - - - - -	-	-		Goole - - - - -	116 10 -	563 13 9
24 -	To Debts owing by the Commissioners :	24 -	24 -		For boatmen's wages, Goole look-out - - - - -	-	6 12 -
11 14 -	Superannuated pilots - - - - -	11 10 -	11 10 -		For pilot's fine - - - - -	-	5 -
8 18 6	Pilots' widows - - - - -	8 17 6	8 17 6		For moiety of contribution to the Mayor's Transvaal War Fund - - - - -	-	26 5 -
1 13 9	Grimsby collector, commission on December pilotage - - - - -	-	-		For stores ex "Camilla." - - - - -	-	-
1 3 -	Goole collector - - - ditto - - - - -	4 4 -	4 4 -		For ballast lightermen's fines. - - - - -	-	-
1 3 -	Telephoning advising vessels from Goole - - - - -	-	-			-	-
16 9 -	Apprentices' Victualling Committee : - - - - -	16 9 -	16 9 -			-	-
	Victualling in December - - - - -	-	-			-	-
16 16 10	Sundry :	£. s. d.	£. s. d.			-	1,542 15 2
- 8 1	Stores, "Dracena" - - - - -	- 8 6	- 8 6		By cash at bankers - - - - -	-	-
	Receipt stamps - - - - -	- 10 5	- 10 5		By cash in hands of clerk - - - - -	-	-
	Railway fares - - - - -	- 2 10	- 2 10		By Investments of Commissioners' Accumulated Fund :	-	-
	Coals - - - - -	- 19 4	- 19 4		Pilot office and commodore's residence - - - - -	-	2,000 - -
1 15 -	Repairs and renewals to house and office - - - - -	10 15 11	10 15 11		Pilot cutter "Dracena," cost per account, 31st Decem-ber 1898 - - - - -	1,033 5 10	-
22 16 11	Stationery, printing, &c. - - - - -	12 19 10	12 19 10		Less,—Balance of Reserve and Mainte-nance Fund, 31st December 1898, £. s. d. transferred - - - - -	376 3 10	-
25 19 8	Solicitors' charges - - - - -	63 11 11	63 11 11		Amount written off Accumulated Fund to reduce value to 400£., per agreement of 8th October 1899 - - - - -	633 5 10	-
35 15 -	Ballast - - - - -	3 5 -	3 5 -		Humber Pilot Steam Cutter Company, Limited : - - - - -	-	400 - -
5 -	Time-expired apprentices. - - - - -	-	-		Advance on mortgage at 4 per cent. on "W. A. Massey" - - - - -	1,400 - -	-
10 9 9	Repairs and stores, "Humber." - - - - -	-	-		Ditto - - - on "Commander Cawley." - - - - -	1,000 - -	-
- 17 6	Ballast thrown up. - - - - -	-	-		"Humber," pilot cutter - - - - -	2,400 - -	4,800 - -
- 2 6	Ballast lightermen's fines. - - - - -	-	-				
6 1 7	Boat and tug hire. - - - - -	-	-				
376 3 10	To Reserve and Maintenance Account, "Dracena."—Transfer from "Dracena" Working Account for depreciation, 6 per cent. on 400£. - - - - -	-	-				
37 16 3	Reserve and Maintenance Fund, "Humber." - - - - -	-	-				
	To the Humber Pilots' Pension Fund, per Account - - - - -	-	-				
	To Commissioners' Accumulated Fund :						
	Balance, 31st December 1898 - - - - -	5,085 - 7½	5,085 18 9				
	Transfer from Income and Expenditure Account - - - - -	50 - -	50 - -				
	Less,—Loss on sale of pilot cutter "Humber," viz. : - - - - -	5,135 - 7½	5,135 18 9				
	Cost per account, 31st December 1898 - - - - -	- 203 5 10	- 203 5 10				
	Reserve and Maintenance Account, £. s. d. 31st December 1898 - - - - -	37 16 3	37 16 3				
	Depreciation Account, 1899 - - - - -	7 5 10	7 5 10				
	Proceeds of sale - - - - -	103 9 1	103 9 1				
	Loss on revaluation of "Dracena," as per contra - - - - -	100 3 9	100 3 9				
		- 257 2 -	- 257 2 -				
5,035 - 7½		357 5 9	4,777 14 10½				
7,905 2 7			6,954 18 9				6,954 18 9

We have examined the securities for the investments of the Accumulated Fund, and find the same to be in order. We have also counted the cash in the hands of the clerk, and received a certificate from the bankers of the amount to the credit of the Commissioners on their Banking Account, and we certify the above accounts to be correct.

11th, 20 February 1900.

Chas. C. Hart, Clerk to the Commissioners of Humber Pilotage.

J. G. Corbitt & Burkinshaw, Chartered Accountants.

## CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of Goole.

RECEIPTS.		EXPENDITURE.	
	£. s. d.		£. s. d.
To gross amount received for { Inward pilotage -	607 16 7	By commission paid to pilot master -	65 - 3
{ Outward pilotage -	712 8 3	By amount of pilotage paid to the undermentioned pilots, viz. :—	
		Thomas Garner - - - -	171 17 6
		William Sharp - - - -	171 17 5
		William Prentice - - - -	171 17 6
		William Drury - - - -	171 17 6
		William Torr - - - -	171 17 6
		George Nichols - - - -	171 17 6
		By pilots' railway fares and expenses -	135 16 9
		By extra men, assisting ships - -	6 5 -
		By office rent and rates - - - -	4 8 8
		By pilots' licences - - - -	4 10 -
		By boat expenses and repairs - -	66 11 7
		By telegrams, stamps, and stationery, &c.	5 7 8
£.	1,320 4 10	£.	1,320 4 10

W. J. Bowman,  
Pilot Master.

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of Wisbech.

RECEIPTS.		EXPENDITURE.	
	£. s. d.		£. s. d.
Balance in hand, 31st December 1898, being amount of fine paid by John Garner - - - -	- 10 -	Amount of pilotage paid to or retained by the undermentioned pilots, viz. :—	
To gross amount received for { Inward pilotage -	338 18 2½	James Henry Burton, share above Lower Roads - - - -	114 3 4
{ Outward pilotage -	271 14 4	Earnings below Lower Roads - -	25 10 -
		William Worley, share above Lower Roads - - - -	114 3 4
		Earnings below Lower Roads - -	40 8 -
		William Carlile, share above Lower Roads - - - -	114 3 4
		Earnings below Lower Roads - -	45 1 3
		Isaiah Pilkington, share above Lower Roads - - - -	114 3 3½
		Earnings below Lower Roads - -	43 - -
£	611 2 6½	Balance in hand of the Sub-Commissioners, 31st December 1899, being amount of fine paid by John Garner - - - -	- 10 -
		£.	611 2 6½

Jer. Cornish,  
Secretary of the Sub-Commissioners of Pilotage, Wisbech.



CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*ACCOUNT of all MONIES received and expended by the TRINITY HOUSE, *Hull*, in respect of the *Goole* PILOTS' SUPERANNUATION FUND.

1 January 1899 :	£. s. d.	31 December 1899 :	£. s. d.
To balance - - - - -	273 - 7	By balance - - - - -	330 12 7
31 December 1899 :			
To amount of contribution to the fund made by the Corporation - - -	25 - -		
To amount of contributions received from the <i>Goole</i> pilots - - - - -	25 16 -		
To interest - - - - -	6 16 -		
£.	380 12 7	£.	330 12 7

Trinity House, Hull, }  
14 March 1900.

*E. J. Heseltine,*  
Warden's Clerk.

ACCOUNT of all MONIES received at the TRINITY HOUSE, *Hull*, in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

	£. s. d.		£. s. d.
To amount received as contribution to superannuation and pension fund :		By balance brought from last account -	99 10 5
From pilots - - - - -	43 5 4	By amount paid for pensions or superannuations :	
From other sources - - - - -	32 5 -	To pilots (4) - - - - -	39 - -
To balance - - - - -	136 14 1	To widows (6) - - - - -	70 10 -
£.	212 4 5	By bank interest - - - - -	3 4 -
		£.	212 4 5

Trinity House, Hull, }  
14 March 1900.

*E. J. Heseltine,*  
Warden's Clerk.

## S C O T L A N D.

## PORT OF ABERBROTHWICK, OR ARBROATH.

*Pilotage is Compulsory. Limits of District.—See p. 130 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE, &amp;c.

*See p. 130 of Parl. Paper, No. 154 of 1889. The Pilotage Authority reports that "No alteration has been made since 1888, with the exception, 'That in future Pilots shall, on appointment, not exceed the age of 40 years or thereby, and shall retire at the age of 60.'"*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
1. William Brown - - - -	58	4. Francis Cargill - - - -	58
2. Alexander White - - - -	64	5. William Davidson - - - -	50
3. Peter Hood - - - -	66	6. William Brown - - - -	47

*Note.—No. 1 is chief pilot. Nos. 2 to 6 are ordinary pilots. There are no pilot apprentices at this port.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS	
	COASTERS.		OVERSEA.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From 2 <i>d.</i> to 4 <i>d.</i> per ton - -	234	£. s. d. 216 5 4	16	£. s. d. 71 12 9	16	£. s. d. 60 6 3	266	£. s. d. 348 4 4
At 4½ <i>d.</i> per ton - - - -	-	- - -	-	- - -	3	3 - 5	3	3 - 5
Pilot master's fee - - - -	-	- - -	-	- - -	-	- - -	-	19 11 9
TOTAL - - - -	234	216 5 4	16	71 12 9	19	63 6 8	269	370 16 6

*Note.—Only one charge is made at this port for both inward and outward pilotage, and this return includes outward pilotage for the year. A steam tug belonging to the trustees is employed in the pilotage service to tow vessels when required. An allowance from the full dues is made in the case of steamers, reducing the pilotage to 3d. per ton.*

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount {Inward pilotage - received for {Outward pilotage}	351 4 9	By amount paid in respect of pilots -	304 4 -
To amount received from pilot master's fee - - - -	19 11 9	By amount paid in respect of pilot boats - - - -	42 12 11
		By amount paid for collector's com- mission - - - -	4 7 10
		By amount paid for pilot master's fee	19 11 9
£.	370 16 6	£.	370 16 6

1 February 1900.

W. K. Macdonald, Clerk.

## PORT OF ABERDEEN.

*Pilotage is Free. Limits of District.—See p. 132 of Parl. Paper, No. 154 of 1899.*

## REGULATIONS, &amp;c.

*See p. 132 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Alexander Guyan - -	50	Andrew Walker - -	47	Andrew Morrice - -	57
George Walker - -	49	Alexander Robertson - -	46	James Walker - -	45
Alexander Mercs - -	50	Alexander Allan - -	66	Alexander Hunter - -	55
William Mason - -	58	James Morrice - -	65	Robert Walker - -	29
Alexander Main - -	40	David Baxter - -	46	James Guyan - -	40
Alexander Paterson - -	39				

## NAMES of ASSISTANTS.

Alexander Watson - -	31	George Walker - -	54	Alexander Forbes - -	40
James King - -	32	James Fowler - -	54	John Morrice - -	48
George Noble - -	40	Alexander Guyan - -	38		

## RATES of PILOTAGE.

*See p. 63 of Parl. Paper, No. 275 of 1895.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Aberdeen Har- bour and Docks.	1,785	£. s. d. 846 13 6	119	£. s. d. 214 5 6	10	£. s. d. 8 5 -	225	£. s. d. 210 6 -	2,139	£. s. d. 1,279 10 -

## (2.)—O U T W A R D S.

From Aberdeen Harbour and Docks to Sea.	1,602	£. s. d. 698 7 -	32	£. s. d. 46 8 -	75	£. s. d. 34 7 6	93	£. s. d. 58 5 6	1,802	£. s. d. 837 8 -
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	1,279 10 -	By amount paid to pilots, the pilotage	
received for { Outward pilotage -	837 8 -	fees being collected by themselves	2,116 18 -
To amount of fees received from appli- cants for renewals of masters and mates' certificates - - - -	*21 - -		
£.	2,116 18 -	£.	2,116 18 -

\* The above-mentioned sum of 21l., less 6l. paid to a retired pilot, is still lying in the hands of the Commissioners, who have not yet decided as to the mode in which the fees are to be applied. Meantime the amount received is carried to a special account, and interest allowed at the current rate on harbour loans.

16 February 1900.

W. Gordon, Clerk.

PORT OF AYR.

Pilotage is Compulsory. Limits of District.—See p. 172 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.  
See p. 65 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.				Ages.	NAMES.				Ages.
John McMillan	-	-	-	50	James Brodie	-	-	-	42
John Houston	-	-	-	44	John Morrison	-	-	-	29
Neil Henderson	-	-	-	44					

RATES of PILOTAGE.

All vessels, Coasting and Oversea, 40 tons register and upwards, 1½d. per ton.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Bay to Harbour	-	-	1,289	£. s. d. 441 3 6	188	£. s. d. 51 4 8	63	£. s. d. 166 16 4	2	£. s. d. 5 9 9	-	£. s. d. - - -	6	£. s. d. 15 5 -	21	£. s. d. 35 14 6	1,489	£. s. d. 715 13 4

(2.)—OUTWARDS.

From Harbour to Bay	-	-	1,239	441 3 6	188	51 4 8	63	166 16 8	2	5 9 9	-	-	6	15 5 -	21	35 14 6	1,489	715 13 4
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	715 13 4	By amount paid in respect of pilots	500 16 8
{ Outward pilotage	715 18 8	By amount paid in respect of pilot boats -	12 4 10
		By balance expended on maintenance of harbour	1,018 5 1
£.	1,531 6 7	£.	1,531 6 7

14 March 1900.

William J. Pollock, Clerk.

PORT OF BORROWSTOUNNESS.

Pilotage is Free. Limits of District.—See p. 137 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 137 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.			Ages.	NAMES.			Ages.
Charles Anderson	-	-	54	Robert Hamilton	-	-	48
Alexander Beaton	-	-	62	William Sneddon	-	-	34
James Beaton, sen.	-	-	55	George Wilson	-	-	39
James Beaton, jun.	-	-	34	Peter Thomson	-	-	48

RATES of PILOTAGE.

(NOT COMPULSORY.)

					£.	s.	d.						£.	s.	d.		
For vessels under 100 Registered Tons					-	-	8	6	For vessels of 400 and under 500 Reg. Tons					-	1	3	
Do.	of 100 and under 150 Reg. Tons				-	-	10	6	Do.	500	do.	600	do.	-	1	5	
Do.	150	do.	200	do.	-	-	12	6	Do.	600	do.	700	do.	-	1	7	
Do.	200	do.	250	do.	-	-	14	-	Do.	700	do.	800	do.	-	1	9	
Do.	250	do.	300	do.	-	-	15	6	Do.	800	do.	900	do.	-	1	11	
Do.	300	do.	350	do.	-	-	17	-	Do.	900	do.	1,000	do.	-	1	13	
Do.	350	do.	400	do.	-	1	1	-	Do.	1,000 Reg. Tons and upwards					-	1	15

All vessels light, or in ballast, one-third less than above.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Roads to Harbour	51	31 18 -	12	5 17 10	81	104 3 -	3	2 12 -	85	62 16 6	18	10 2 6	224	205 14 10	297	186 12 2	771	612 16 10

(2.)—OUTWARDS.

From Harbour to Roads	55	£. s. d. 44 9 10	1	£. s. d. 1 - 8	78	£. s. d. 108 16 8	-	£. s. d. -	30	£. s. d. 20 14 2	2	£. s. d. - 16 8	266	£. s. d. 301 16 4	28	£. s. d. 22 19 8	460	£. s. d. 500 14 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for				By amount paid in respect of pilots	1,085	14	3
Inward pilotage	-	612	16 10	Commission on collection	-	27	16 7
Outward pilotage	-	500	14 -	By amount paid for clerk	-	-	12 -
To amount of fees received from applicants for renewals of pilots' licences	-	12	-				
£.	1,114	2	10	£.	1,114	2	10

23 January 1900.

Robt. J. Jamieson, Clerk.

## PORT OF BUCKIE (CLUNY).

*Pilotage is Compulsory. Limits of District.—See p. 140 of Parl. Paper, No. 154 of 1889.*

### BYE-LAWS, RULES, and REGULATIONS.

*See p. 140 of Parl. Paper, No. 154 of 1889.*

### NAME of PILOT.

Thomas Lawson      -      -      -      -      -      aged 48

### RATES of PILOTAGE.

*See p. 142 of Parl. Paper, No. 154 of 1889.*

### AMOUNT received for PILOTAGE of VESSELS in 1899.

#### INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
No distance money has been charged. All vessels have been boarded within the limit of the harbour rate.	67	£. s. d. 71 19 10	4	£. s. d. 14 16 10	3	£. s. d. 5 2 7	3	£. s. d. 5 4 6	77	£. s. d. 97 3 9

*Note.*—The foregoing amounts represent both outward and inward pilotage. One-half of said amounts may be put under each of these heads.

### ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for { Inward pilotage - Outward pilotage - }	97 3 9	By amount paid in respect of pilots	97 3 9

16 February 1900.

John Macdonald, Secretary.

## PORT OF BURGHEAD.

*Pilotage is Compulsory. Limits of District.—See p. 143 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, REGULATIONS, &amp;c.

*See p. 143 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Lewis M'Lean - -	58	John Hendry - - -	43	Alexander Richardson -	61
Alexander Jeffrey - -	63	John Hendry ("Jockie")	56	John Scott - - -	44
William Hendry - -	52	John Mackay - - -	45	Charles Mackay - -	41

## RATES of PILOTAGE.

*See p. 144 of Parl. Paper, No. 154 of 1889.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
500 yards - - - - -	168	78 19 8½	7	9 14 1½	12	13 8 -	3	4 1 3½	190	106 3 1½

## (2.)—O U T W A R D S.

500 yards - - - -	168	£. s. d. 78 19 8½	7	£. s. d. 9 14 1½	12	£. s. d. 13 8 -	3	£. s. d. 4 1 3½	190	£. s. d. 106 3 1½
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	106 3 1½	By amount paid in respect of pilots	212 6 3
received for { Outward pilotage -	106 3 1½		
£.	212 6 3	£.	212 6 3

10 January 1900.

*Grigor & Young.*

## PORT OF BURNTISLAND.

*Pilotage is Free. Limits of District.—See p. 145 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE, &amp;c.

*See p. 145 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Andrew Gilmour - -	52	John Pendrick - -	57	Inchkeith to Carron Roads and Harbour.
John Brown - - -	56	Robert Dick - - -	53	Fife Ness and St. Abb's Head to Alloa and Harbour.
William Masterton - -	59	Robert Stewart - -	64	
James Clark - - -	42	George Fotheringham -	51	Tynemouth on south to Girdleness on north, Alloa and Harbour.
Archibald Blair - -	44	Thomas Paterson - -	33	

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—I N W A R D S.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Dock.	75	£. s. d. 57 16 -	9	£. s. d. 3 9 -	116	£. s. d. 127 5 -	19	£. s. d. 16 1 -	1	£. s. d. - 6 6	490	£. s. d. 478 1 6	128	£. s. d. 65 18 -	833	£. s. d. 748 17 -

## (2.)—O U T W A R D S.

From Dock to Roads.	74	£. s. d. 57 6 6	6	£. s. d. 2 8 -	116	£. s. d. 127 5 -	19	£. s. d. 16 1 -	1	£. s. d. - 6 6	490	£. s. d. 478 5 6	103	£. s. d. 57 9 -	809	£. s. d. 739 1 6
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
By balance brought from last account -	85	10	2	By amount paid in respect of pilots -	1,855	12	2
To gross amount received for { Inward pilotage -	748	17	-	By amount paid for clerk -	5	5	-
{ Outward pilotage	739	1	6	By amount paid for pilotage superintendent, one month (recently appointed, at 87l. 10s. per annum) -	7	5	10
To extra attendance on boat money -	465	7	0	By balance carried to next account -	171	2	8
To amount of fee received from applicant for pilot's licences (1) -	-	10	-				
£.	2,089	5	8	£.	2,039	5	8

25 January 1900.

Thomas A. Wallace, Clerk.

PORT OF CHARLESTOWN.

Pilotage is Free. Limits of District.—See p. 78 of Parl. Paper, No. 251 of 1891.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 78 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Joseph Fotheringham	- 64	David Edwards	- - 52	Alexander Bryce	- - 51

Notes.—These pilots are also licensed by the Trinity House, Leith.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Harbour	8	3 7 4	23	9 10 8	-	- -	23	8 19 2	52	18 9 2	10	5 6 -	35	17 14 10	151	63 7 2

(2.)—OUTWARDS.

From Harbour to Roads	3	1 2 8	13	10 4 8	5	3 10 6	-	- - -	6	2 13 4	115	58 12 4	8	4 4 -	150	80 7 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for { Inward pilotage -	63	7	2	By amount paid in respect of pilots -	136	11	-
{ Outward pilotage -	80	7	6	By amount paid North British Railway Company as commission on collection of pilotage - - -	7	3	8
£.	143	14	8	£.	143	14	8

21 March 1900.

W. F. Jackson, General Manager,  
North British Railway Company.

**PORT OF DINGWALL.**  
**BYE-LAWS and REGULATIONS.**  
 — Nil. —

**NAME of PILOT.**

NAME.	Age.	Service for which Licensed.
Donald Douglas - - -	66	To take vessels from Dingwall to Cromarty.

**RATES of PILOTAGE.**

*See p. 101 of Parl. Paper, No. 251 of 1891.*

**AMOUNT received for PILOTAGE of VESSELS in 1899.**

**(1.)—INWARDS.**

DISTANCES for which PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Not Towed by Steam.	
	No.	Amount.
		£. s. d.
From Foulis Point to Dingwall - - - - -	11	8 - 5
<b>(2.)—OUTWARDS.</b>		
From Dingwall to Foulis Point - - - - -	11	8 - 5

**ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.**

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	8 - 5	By amount paid in respect of pilots -	16 - 10
received for { Outward pilotage -	8 - 5		
£.	16 - 10	£.	16 - 10

5 January 1900.

*Alex. Dewar, Clerk.*

**PORT OF DUNDEE.**

*Pilotage is Free. Limits of District.—See p. 147 of Parl. Paper, No. 154 of 1889.*

**BYE-LAWS and RATES of PILOTAGE.**

*See p. 147 of Parl. Paper, No. 154 of 1889.*

**NAMES of PILOTS.**

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Peter Lawson - - -	61	Johnston Inglis - - -	47	Thomas Cunningham -	40
George Keith - - -	66	William Duun - - -	51	Alexander Craig - -	42
John Martin - - -	73	William Easson - - -	48	McDonald Cameron -	44
John Reid - - -	49	John Mill - - -	45	James Folles - -	47

## PORT OF DUNDEE—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks.	57	160 2 11	115	671 9 7	8	20 3 9	67	220 8 7	247	1,072 4 10
From Buoy of Tay to Dundee Roads.	7	7 14 6	1	- 18 9	3	3 17 -	24	30 14 1	35	43 4 4
From Dundee Roads to Dundee Docks.	3	2 18 7	-	- - -	1	1 5 6	2	3 11 3	6	7 15 4
TOTAL - - -	67	170 16 -	116	672 8 4	12	25 6 3	93	254 13 11	268	1,123 4 6

## (2.)—O U T W A R D S.

From Dundee Docks to Buoy of Tay.	102	376 16 11	37	193 8 8	39	88 15 4	12	46 12 7	190	705 13 6
From Dundee Roads to Buoy of Tay.	1	- 18 8	-	- - -	4	7 10 11	-	- - -	5	8 9 7
From Dundee Docks to Dundee Roads.	-	- - -	-	- - -	1	- 13 3	-	- - -	1	- 13 3
TOTAL - - -	103	377 15 7	37	193 8 8	44	96 19 6	12	46 12 7	196	714 16 4

Note.—No distinction is made between vessels towed and not towed.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Cr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	46 4 4	By amount paid in respect of—	
To gross amount re- ceived for - { Inward pilotage -	1,123 4 6	Pilots' wages - - - - -	822 18 7
- { Outward pilotage -	714 16 4	Pilots' bonuses - - - - -	545 15 2
To amount received from other sources :		Pilots' provisions - - - - -	168 16 7
Distance money and shifting docks -	37 15 -	Repairs to cutters, insurance, coals, &c. -	182 3 1
Interest on bank deposit receipts -	- 11 8	Contributions to pilots' pension or superannuation fund - - -	90 12 2
Return premiums of insurance - -	24 8 5	Contributions to sinking fund - -	50 - -
Cost of repairs to " Day Dream " recovered - - - - -	4 8 5	Extra pilots and petty disbursements -	12 12 10
Old canvas sold - - - - -	- 5 8	By amount paid for secretary - - -	20 - -
		By amount paid for treasurer and assistant	35 - -
		By amount paid for harbour master -	20 - -
		By balance carried to next account -	3 15 11
£. 1,951 14 4		£. 1,951 14 4	

PORT OF DUNDEE—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,280 - -	By amount paid for pensions or super-annuations :	
To amount received as contribution to superannuation and pension fund from pilots - - - - -	30 - -	4 pilots at 7s. 6d. per week for 52 weeks	78 - -
To amount received as interest on loans -	36 10 4	1 pilot at 7s. 6d. per week for 51 weeks	19 2 6
To amount received from general pilotage fund - - - - -	60 12 2	By balance carried to next account :	
		Loans - - - - -	1,301 - -
		Cash in bank - - - - -	9 - -
£.	1,407 2 6	£	1,407 2 6

SINKING FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	389 10 11	By balance carried to next account :	
To contributions by pilots - - - - -	50 - -	Loans - - - - -	396 - -
To interest on loans - - - - -	8 18 5	Cash in bank - - - - -	52 9 4
£.	448 9 4	£.	448 9 4

15 February 1900.

William Thorns, Interim Clerk.

PORT OF EYEMOUTH.

Limits of District.—See Section 50 of "The Eyemouth Harbour Order, 1882" ("Pier and Harbour Orders Confirmation (No. 2) Act, 1882").

REGULATIONS.

See Sections 50–56 of above Order.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Burgan - - -	-	John Gillie - - -	-	John Lowrie - - -	-
George Craig - - -	-	John Kerr " - - -	-		

RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 251 of 1891.

PORT OF EYEMOUTH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.						TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Eyemouth	16	8 4 1	-	- -	1	- 11 8	-	- -	-	- -	17	8 15 9

(2.)—OUTWARDS.

From Eyemouth to Sea	1	- 9 11	-	- -	1	- 10 -	-	- -	-	- -	2	- 19 11
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage	- 8 15 9	By amount paid in respect of pilots -	9 15 8
{ Outward pilotage	- - 19 11		
£.	9 15 8	£.	9 15 8

5 January 1900.

John Wood, Clerk.

PORT OF FRASERBURGH.

Pilotage is Compulsory on all Vessels of 30 tons register and upwards.

Limits of District.—See p. 152 of Parl. Paper, No. 154 of 1889.

REGULATIONS and RATES of PILOTAGE.

See p. 90 of Parl. Paper, No. 212 of 1892.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Andrew Noble - - -	40	Walter Noble, jun. - - -	42
Walter Noble, sen. - - -	72	William M'Kinnon - - -	45
John Noble - - -	46	John Noble, jun. - - -	36
Charles Mundie - - -	45	George Cruden - - -	34

PORT OF FRASERBURGH—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.		
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From two miles Seaward to Harbour.	149	£. s. d. 46 11 10	158	£. s. d. 115 14 2	-	-	-	1	£. s. d. 1 - -	3	£. s. d. 2 2 4	31	£. s. d. 35 6 -	1	£. s. d. - 11 6	29	£. s. d. 35 15 6	372	£. s. d. 217 14

## (2.)—OUTWARDS.

From Harbour to two miles Seaward.	140	£. s. d. 44 11 8	164	£. s. d. 113 18 8	1	£. s. d. - 8 6	1	£. s. d. 1 10 6	2	£. s. d. 2 2 -	31	£. s. d. 32 17 6	2	£. s. d. 1 11 -	28	£. s. d. 39 2 10	£. s. d. 363 26 11
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The marked decrease in the figures this year, as compared with last, is due to lessened traffic, in consequence of the great failure of the Scotch East herring fishing of 1899.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount re-		By amount paid in respect of pilots -	473 4 -
ceived for - { Inward pilotage -	237 1 4		
- { Outward pilotage	236 2 8	By amount paid for clerk - - -	- 16 -
To amount of fees received from appli-			
cants for renewals of pilots' licences (8)	- 16 -		
£.	474 - -	£.	474 - -

11 January 1900.

Andrew Tarras, Clerk.

## PORT OF GLASGOW.

Pilotage is Compulsory. Limits of District.—See p. 179 of Parl. Paper, No. 154 of 1889.

## BYE-LAWS.

See p. 179 of Parl. Paper, No. 154 of 1889.

PORT OF GLASGOW,—continued.

NAMES of PILOTS.

NAMES.		Ages.	NAMES.		Ages.	NAMES.		Ages.
Peter Arthur	-	55	Alexander M'Millan	-	65	Malcolm Campbell	-	42
James Black	-	51	James Parker	-	55	Joseph Duncan	-	45
James T. Braddon	-	53	James Patience	-	59	Alexander Erskine	-	34
Robert Buchan	-	50	William Purves	-	46	L. T. Gaskill	-	37
Daniel Cairney	-	54	Alexander Renfrew	-	45	Archibald M. Jackson	-	44
John Cameron	-	56	Matthew J. Riva	-	48	William Love	-	41
William Clinton	-	50	James Robertson	-	38	Dugald M'Donald	-	46
William Fleck	-	52	William O. Warden	-	37	Daniel M'Millan	-	30
Edward J. Gemmell	-	47	William Williamson	-	51	Robert W. Moir	-	59
William Hardie	-	49	F. J. Kitt	-	39	James Scott	-	35
James Lawson	-	49	A. Robertson	-	31	John Williamson	-	44
Alexander M'Kelvie	-	50	William Arthurs	-	46	Duncan B. Wright	-	34
William M'Kinlay	-	52	Alexander Bruce	-	36	John Pollock	-	64

RATES of PILOTAGE.

BYE-LAW fixing the Rates for Pilotage of Vessels adjusting Compasses.

At Glasgow, the 8th day of November 1897.—The Clyde Pilot Board, constituted under the Clyde Navigation Consolidation Act, 1858, the pilotage authority within the meaning of the Merchant Shipping Acts for licensing pilots for navigating vessels plying in the River and Firth of Clyde within a straight line drawn due east and west from the southernmost point of the island of Little Cumbrae, in virtue of the powers conferred on them by the said Clyde Navigation Act, repeal, as on the 14th day of April 1898, all the rates exigible for the pilotage of vessels adjusting compasses, and, in lieu thereof, fix the rates therefor, as from and after the 15th day of April 1898, as follows :—

For the services of a pilot while compasses are being adjusted within a line drawn between the Cloch Light-house and Dunoon Pier the rates shall be as follows :—

Net Reg. Tons.		£. s. d.	
Vessels under 500	-	-	15 -
500 and under 750	-	-	1 -
750	1,000	-	1 5 -
1,000	1,500	-	1 10 -
1,500	2,000	-	1 15 -
2,000	2,500	-	2 -
2,500	3,000	-	2 10 -
3,000 tons and upwards	-	-	3 -

With 15s. additional if the pilot is required to go above the Narrows in the Gareloch, or north of Ardentiny on Loch Long, or anywhere between the Cloch and Cumbrae Heads.

When pilots are detained at the anchorage in connection with adjusting, the following additional charges shall, after the first six hours, be exigible :—

For every 12 hours or part of 12 hours :—

		s.	d.
Vessels under 500 tons	-	7	6
Vessels of 500 tons and upwards	-	10	-

DAVID RICHMOND, Lord Provost,  
Chairman.

NATHL. DUNLOP, Deputy-Chairman.

T. R. MACKENZIE, Secretary.

The Board of Trade hereby signify their confirmation of the above bye-law.

By order of the Board of Trade, this 7th day of April 1898.

FRANCIS J. S. HOPWOOD,  
Assistant Secretary.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Greenock to Glasgow .	817	£. s. d. 1,593 15 1	205	£. s. d. 204 2 9	769	£. s. d. 2,275 18 9	26	£. s. d. 55 5 5	345	£. s. d. 736 11 9	33	£. s. d. 59 1 9	2,195	£. s. d. 4,924 14 11

(2.)—OUTWARDS.

From Glasgow to Greenock.	1,918	£. s. d. 3,159 12 7	175	£. s. d. 175 4 -	852	£. s. d. 2,928 5 3	33	£. s. d. 87 1 10	589	£. s. d. 1,117 4 7	26	£. s. d. 49 13 10	3,566 7,517 2 1
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## PORT OF GLASGOW—continued.

## ACCOUNT of PILOTAGE EARNED and PAID to PILOTS for the Year ended 31st December 1899.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
Inwards - - - - -	4,924 14 11	Amount paid to pilots during the year - - -	11,197 13 4
Outwards - - - - -	7,517 2 1	Balance carried down - - - - -	1,244 3 8
£.	12,441 17 -	£.	12,441 17 -

## ACCOUNT of REVENUE and EXPENDITURE of "The River Pilots' Fund," for the Year ended 31st December 1899.

REVENUE.		EXPENDITURE.		
<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.	£. s. d.
<b>PILOTAGE:</b>		<b>SALARIES:</b>		
Amount retained from Pilots, as per preceding Account - - - - -	1,244 3 8	Secretary - - - - -	40 - -	
<b>LICENCES:</b>		Treasurer - - - - -	40 - -	
379 issued to Pilots - - - - -	397 19 -	Pilot Master, Glasgow - - - - -	225 5 -	
Partial licence - - - - -	- 5 -	Pilot Master, Greenock - - - - -	60 - -	
<b>INTEREST:</b>		Collector, Glasgow - - - - -	30 - -	
Received from Clyde Trustees on Sum lodged with them, and from Bank on Deposit Receipts - - - - -	462 10 2	Collector, Bowling, Commission - - - - -	17 5 1	
<b>FINES:</b>		Collector, Renfrew, Commission - - - - -	23 13 2	
Amount received - - - - -	413 - -	Clerk, Pilot Office, Glasgow - - - - -	25 - -	
<b>ENTRY MONEY:</b>		Auditor, Fee - - - - -	3 3 -	464 6 3
Amount received - - - - -	30 - -	<b>GENERAL CHARGES:</b>		
		Rent, Furnishings, Printing and Stationery, &c., Glasgow Office - - - - -	67 1 8	
		Furnishings, &c., Greenock Office - - - - -	31 5 10	
		Receipt Stamps - - - - -	10 - -	
		Advertising - - - - -	6 19 -	
		National Telephone Company - - - - -	18 15 9	134 2 3
		<b>ALLOWANCES TO PILOTS AND FAMILIES:</b>		
		20 pilots - - - - -	990 10 -	
		13 widows - - - - -	327 - -	
		7 orphans - - - - -	45 - -	1,362 10 -
				1,900 18 6
		<b>SURPLUS REVENUE</b> - - - - -		179 1 4
£.	2,139 19 10		£.	2,139 19 10

## PORT OF GLASGOW—continued.

## BALANCE SHEET.

<i>Dr.</i>	£.	s.	d.	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To Pilot Fund Surplus, as per Account ended 31st December 1898 - - - -	16,355	9	8				By Clyde Trustees, lodged on Bond - - - -	15,200	-	-
To Surplus for Year 1899 - - -	179	1	4				By Collector, Pilotage unpaid - - - -	1,056	16	3
				16,534	11	-	By Clothing on hand - - - -	12	-	3
To Fees for Pilot Licences, as per Account for 1899 - - -	1,779	14	7				By Clydesdale Bank on Current Account - - -	216	1	5
To Fees for 1899 - - -	94	15	-				By Clydesdale Bank on Deposits - - -	505	18	-
To Interest - - -	42	5	10				By Clydesdale Bank, Deposit on account of Fee Fund - - - -	105	13	2
							By Clyde Trustees, Fees lodged on Bond - -	1,350	-	-
				1,916	15	5				
<i>Less,—Expenses at Annual Meeting - - - -</i>				4	17	-				
						1,911	18	5		
				£.		18,446	9	5	£.	18,446
									9	5

15 March 1900.

T. R. Mackenzie, Secretary.

## PORT OF GRANGEMOUTH.

*Pilotage is Free. Limits of District.—See p. 156 of Parl. Paper, No. 212 of 1892.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 156 of Parl. Paper, No. 212 of 1892.*

## NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.
Alexander Aitken - - -	57	Docks, basins, locks, cuts, entrances, quays, and other works belonging to and authorised to be constructed by the Caledonian Railway Company at Grangemouth, together with the portion of the River Carron specified in the Caledonian Railway (Grangemouth Harbour) Act, 1876, and the banks thereof, and the portion of the River Forth opposite the junction of the River Carron therewith, and extending for a distance of half a mile westward and two miles eastward from such junction.
John Bell - - -	61	
William Boyd - - -	51	
James Carnie Combe - -	55	
Thomas Combe - - -	47	
Andrew Dollar - - -	42	
Charles Donald - - -	32	
Alexander Donaldson - -	56	
Robert Hardie - - -	60	
Benjamin Blyth James - -	61	
Thomas Jamieson - - -	52	
John M'Luckie - - -	47	
Robert M'Luckie - - -	46	
William M'Nair - - -	46	
William Potts - - -	37	
William Reddie - - -	46	
Thomas Robertson - - -	58	
Downie Wales - - -	39	

*Note.—The pilots are partly under the control of the Trinity House, Leith.*

PORT OF GRANGEMOUTH—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Within Grangemouth Harbour	1	1 10 -	615	499 14 6	155	191 6 9	779	671 8 3	1,550	1,363 19 6
Outside Grangemouth Harbour	†1	3 10 -	†105	61 15 3	†3	1 5 6	†357	241 11 6	†466	308 2 3
TOTAL - - -	2	5 - -	720	561 9 9	158	192 12 3	1136	912 19 9	2,016	1,672 1 9

## (2.)—OUTWARDS.

Within Grangemouth Harbour	1	1 10 -	643	521 8 6	127	155 11 3	775	649 4 3	1,546	1,327 14 -
Outside Grangemouth Harbour	†1	3 10 -	†128	82 2 9	†4	4 - -	†405	339 7 6	†508	429 - 3
TOTAL - - -	2	5 - -	771	603 11 3	131	159 11 3	1240	988 11 9	2,144	1,756 14 3

N.B.—The figures shown thus † are included in those immediately above.

Note.—Pilots licensed by other pilotage authorities, and who have piloted vessels outside and up to these limits, do not make their returns to this company.

In no case is there more than one pilot employed within the limits for same vessel.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1 10 -	By amount paid in respect of pilots -	3,426 16 -
To gross amount { Inward pilotage -	1,672 1 9	By amount paid for stationery -	1 12 -
received for { Outward pilotage -	1,756 14 3	By balance carried to next account -	1 9 6
To amount of fees received from applicants for pilots' licences (3) -	- 7 6		
To amount of fees received from applicants for renewals of pilots' licences (16) -	1 4 -		
£.	3,431 17 6	£.	3,431 17 6

24 January 1900.

J. Blackburn, Secretary.

## PORT OF GREENOCK.

Pilotage is Free. Limits of District.—See p. 184 of Parl. Paper, No. 154 of 1889.

## BYE-LAWS and RATES of PILOTAGE, &amp;c.

See p. 184 of Parl. Paper, No. 154 of 1889.

## PORT OF GREENOCK--continued.

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Peter Currie - - -	60	David M'Kellar - - -	70	Robert Munn - - -	59
James Gordon - - -	47	Duncan M'Master - - -	44	A. J. Walker - - -	49
Malcolm M'Allister - - -	50	John McMillan - - -	30		

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From any place between Cum- brae and Cloch Lights to Greenock or Port Glasgow.	7	18 11 5	-	- - -	-	- - -	1	2 - -	8	20 11 5
From any place between the Cloch Lights and Dunoon Pier to Greenock or Port Glasgow.	38	122 10 1	43	75 17 -	8	18 14 -	27	44 15 2	116	261 16 3
From Greenock or off Greenock to Gareloch.	-	- - -	-	- - -	1	2 - 6	-	- - -	1	2 - 6
TOTAL - - -	45	141 1 6	43	75 17 -	9	20 14 6	28	46 15 2	125	284 8 2

## (2.)—OUTWARDS.

From Greenock or Port Glasgow to Cumbræ or Cloch Lights.	100	387 1 6	4	17 - -	22	60 10 -	-	- - -	126	473 11 6
From Greenock or Port Glasgow to any place between the Cloch Lights and Dunoon Pier.	41	114 4 6	20	23 - 7	8	24 4 11	9	14 12 5	78	176 2 5
TOTAL - - -	141	501 6 -	24	40 - 7	30	93 14 11	9	14 12 5	204	649 13 11

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	284 8 2	By amount paid in respect of pilots -	934 2 1
{ Outward pilotage -	649 13 11	By amount paid for secretary -	2 16 -
To amount of fee received from appli- cant for pilot's licence (1) - -	1 1 -		
To amount of fees received from appli- cants for renewals of pilots' licences (7) - - - - -	1 15 -		
£.	936 18 1	£.	936 18 1

10 January 1900.

Thomas Wilson, Clerk.

PORT OF INVERNESS.

*Pilotage is Free. Limits of District.—See p. 188 of Parl. Paper, No. 154 of 1889.*

BYE-LAWS, &c.

*See p. 75 of Parl. Paper, No. 181 of 1889.*

NAMES of PILOTS.

No change in names of pilots.

RATES of PILOTAGE.

*See p. 76 of Parl. Paper, No. 181 of 1890.*

AMOUNT received for PILOTAGE of VESSELS in 1899.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FO EIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
Within Limits - - - - -	-	£. s. d. 417 14 6	-	£. s. d. 62 0 -	-	£. s. d. 480 3 6

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for -	Inward pilotage -	480 3 6	By amount paid in respect of pilots -		480 3 6
	Outward pilotage -				

24 January 1900.

George Smith Laing, Clerk.

PORT OF IRVINE.

*Pilotage is Compulsory. Limits of District.—See p. 185 of Parl. Paper, No. 154 of 1889.*

BYE-LAWS, &c.

*See p. 185 of Parl. Paper, No. 154 of 1889.*

PORT OF IRVINE—*continued.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
George Jeffrey - - -	59	Alexander M'Murtrie - - -	54
William Waddell - - -	35	William M'Murtrie - - -	45
John Macdougall - - -	33	James Jaffrey - - -	53
Duncan M'Callum - - -	68	John M'Lean - - -	35

## RATES of PILOTAGE.

See p. 185 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.				
From Buoy to Harbour Wharves, about three-fourths of a mile.	933	221	0	8	14	7	12	-	2	-	6	9½	10	8	10	1	959	237	18	6½

## (2.)—OUTWARDS.

From Harbour Wharves to Buoy, about three-fourths of a mile.	913	210 6 11½	34	18 14 8½	5	4 3 2	7	4 13 8½	959	237 18 6½
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for		By amount paid in respect of pilots	420 4 7
Inward pilotage -	237 18 6½	By amount paid in respect of pilot boats -	198 7 1
Outward pilotage -	237 18 6½		
To balance against Pilotage -	142 14 7		
	£. 618 11 8		£. 618 11 8

12 February 1900.

James Dickie, Secretary.

## PORT OF KIRKCALDY.

*Pilotage is Free. Limits of District.—See p. 155 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 155 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.			Ages.	NAME.			Age.	NAME.			Age.
James Lawson	-	-	68	William Page	-	-	60	John Clark	-	-	41
Robert Goodall	-	-	70								

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Harbour	43	£. s. d. 27 3 -	8	£. s. d. 5 12 6	1	£. s. d. - 11 6	-	£. s. d. - - -	21	£. s. d. 13 5 6	7	£. s. d. 4 4 -	12	£. s. d. 7 8 6	7	£. s. d. 4 17 6	99	£. s. d. 63 2 6

## (2.)—OUTWARDS.

From Harbour to Roads	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward pilotage - - - -	68 2 6	By amount paid in respect of pilots -	63 2 6

*Note.—The pilots collect their own pilotage fees.*

12 January 1900.

*William Millie Don, Clerk.*

## TRINITY HOUSE OF LEITH.

*Pilotage is Free. Limits of District.—See p. 174 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 174 of Parl. Paper, No. 154 of 1889; p. 89 of Parl. Paper, No. 263 of 1893; and p. 93 of Parl. Paper, No. 160 of 1894.*

## NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Allan, James - - - - -	66	Inchkeith to Alloa.
Anderson, Charles - - - - -	53	Inchkeith to Carron Roads.
Aitken, Alexander - - - - -	56	Inchkeith to Alloa.
Beaton, Alexander - - - - -	63	Fifeness and Redhead to Alloa.
Beaton, James, sen. - - - - -	54	- - ditto - - ditto.
Beaton, James, jun. - - - - -	42	Inchkeith to Alloa.
Bell, John - - - - -	64	Redhead and St. Abb's Head to Alloa.
Bryce, Alexander - - - - -	51	Inchkeith to Alloa.
Brown, John - - - - -	56	Fifeness and St. Abb's Head to Alloa.
Blair, Archibald - - - - -	43	- - ditto - - ditto.
Bruce, Archibald - - - - -	64	Leith Roads to Alloa.
Brown, James - - - - -	56	Point of Ayre, Western Isles, Cape Wrath, Duncansby Head, and St. Abb's Head.
Boyd, William - - - - -	50	Inchkeith to Alloa.
Carnie (Main), James - - - - -	49	Fifeness and St. Abb's Head to Alloa.
Carnie, Ebenezer - - - - -	46	- - ditto - - ditto.
Carnie (Combe), James - - - - -	57	Redhead and St. Abb's Head to Alloa.
Combe (Nicol), Thomas - - - - -	47	- - ditto - - ditto.
Cousin, John - - - - -	74	Leith Roads to Alloa.
Clark, James - - - - -	40	Fifeness and St. Abb's Head to Alloa.
Cairns, Robert - - - - -	65	Kinghorn to Buckhaven, and Harbour of Dysart.
Chatting, William Cade - - - - -	45	Carron Roads to Fifeness and Orfordness, and to Point of Ayre, including Western and Shetland Isles.
Carnie (Combe), Thomas - - - - -	31	North Carr and St. Abb's Head to Carron Roads.
Carnie (Finlay), Thomas - - - - -	35	St. Abb's Head to Carron Roads.
Combe, Charles - - - - -	34	St. Abb's Head to Alloa, and Redhead to Orfordness.
Coogan, Michael - - - - -	44	Harbour and Roadstead of Ardrossan.
Coombe, James - - - - -	26	Fifeness and St. Abb's Head to Alloa.
Colley, John Alexander - - - - -	37	Carron Roads to Pentland Firth and Cape Wrath, and to Orfordness.
Dawson, William - - - - -	47	Alloa to Pentland Firth and Point of Ayre, and to Orfordness.
Dryburgh, Thomas - - - - -	54	Redhead and St. Abb's Head to Alloa.
Dryburgh, James - - - - -	39	Fifeness and St. Abb's Head to Alloa.
Dryburgh, David - - - - -	35	Fifeness and St. Abb's Head to Alloa, and Redhead to Orfordness.
Donaldson, Alexander - - - - -	56	Inchkeith to Alloa.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Dick, John - - - - -	55	Inchkeith to Alloa.
Dick, Robert - - - - -	50	Fifeness and St. Abb's Head to Alloa.
Douglas, Donald - - - - -	64	Cromarty Roads to Dingwall.
Donald, Charles - - - - -	32	Inchkeith to Alloa.
Dollar, Andrew - - - - -	43	- - ditto.
Edward, David - - - - -	51	- - ditto.
Flucker, John - - - - -	46	Fifeness and St. Abb's Head to Alloa.
Fotheringham, Joseph - - - - -	63	Inchkeith to Alloa.
Fotheringham, George - - - - -	50	Fifeness and St. Abb's Head to Alloa.
Finnie, Samuel - - - - -	51	Harbour and Roadstead of West Wemyss.
Forbes, Stewart - - - - -	45	Dundee to Newburgh and Perth.
Gilmour, Andrew, sen. - - - - -	52	Inchkeith to Carron Roads.
Gilmour, John - - - - -	48	Inchkeith to St. David's.
Grubb, John - - - - -	36	Fifeness and St. Abb's Head to St. Margaret's Hope.
Gourlay, Andrew - - - - -	50	- - ditto - - ditto.
Gordon, James - - - - -	47	Point of Ayre, Western Isles, Pentland Firth, to St. Abb's Head.
Gilmour, Andrew, jun. - - - - -	25	Inchkeith to Alloa.
Gray, John - - - - -	32	- ditto.
Hume, Robert - - - - -	53	Redhead and St. Abb's Head to Alloa.
Hume, Thomas - - - - -	44	Redhead and St. Abb's Head to Alloa, and South to the Tyne.
Hamilton, Robert - - - - -	47	Inchkeith to Alloa.
Hardie, Alexander - - - - -	63	Fifeness and St. Abb's Head to Alloa.
Hardie, Robert - - - - -	60	Inchkeith to Alloa.
Hay, George - - - - -	48	Broughty Ferry to Newburgh and Perth.
Irvine, James - - - - -	69	Duncansby Head to Cape Wrath, including Orkney and Shetland Isles.
Jamieson, Thomas - - - - -	52	Leith Roads to Alloa.
James, Benjamin B. - - - - -	61	Alloa to St. Abb's Head and Orfordness.
Jackson, Archibald M. - - - - -	44	Point of Ayre, Western Isles, Pentland Firth, to St. Abb's Head.
Lyle (Wilson), Robert - - - - -	47	Redhead and St. Abb's Head to Carron Roads.
Liston, William - - - - -	49	Fifeness and St. Abb's Head to Carron Roads.
Liston, John - - - - -	47	Redhead and St. Abb's Head to Alloa.
Masterton, William - - - - -	58	Fifeness and St. Abb's Head to Alloa.
Mearns, William - - - - -	56	Buoy of Tay to Duncansby Head and Orfordness.
Munro, Francis Wylie - - - - -	57	Tarbertness to Bonar Bridge.
Murray, William - - - - -	41	Fifeness and St. Abb's Head to Alloa.
Murphy, Duncan - - - - -	58	Ardrossan Harbour and Cumbræes to Point of Ayre.
Main, William, jun. - - - - -	31	Fifeness and St. Abb's Head to Carron Roads.
Moodie, Alexander - - - - -	42	Bass Rock and May Island, and Crail to Inchkeith.
M'Nair, William - - - - -	44	Leith Roads to Alloa.
M'Farlane, Charles - - - - -	52	Point of Ayre, Western Isles, Cape Wrath, and Duncansby Head.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
M'Luckie, Robert - - - -	46	Inchkeith to Alloa.
M'Luckie, John - - - -	47	Fifeness and St. Abb's Head to Alloa.
M'Millan, John - - - -	30	Point of Ayre and Rathlin to Cumbræes.
M'Laren, George - - - -	35	Fifeness, St. Abb's Head to Carron Roads.
M'Nair, William - - - -	29	Inchkeith to Alloa.
Neils, Edward - - - -	50	Fifeness and St. Abb's Head to Carron Roads.
Noble, Robert - - - -	55	Alloa to St. Abb's Head, and Aberdeen to Hartlepool.
Noble, William - - - -	44	Redhead and St. Abb's Head to Alloa.
Noble, David - - - -	35	Fifeness and St. Abb's Head to Carron Roads.
Nelson, Frank - - - -	33	Into and out of the Harbour of Ardrossan.
Proudfoot, David - - - -	64	Redhead and St. Abb's Head to Alloa.
Paterson, Thomas, sen. - - - -	59	- - ditto - - ditto.
Paterson (Flucker), William - - - -	44	- - ditto - - ditto.
Paterson, Robert, jun. - - - -	45	Fifeness and St. Abb's Head to Alloa.
Paterson (Combe) Robert - - - -	46	Redhead and St. Abb's Head to Alloa.
Paterson (Murray), William - - - -	39	Fifeness and St. Abb's Head to Alloa.
Paterson, George - - - -	47	Redhead and St. Abb's Head to Alloa.
Paterson, Thomas, jun. - - - -	30	Carron Roads to St. Abb's Head, and Girdleness to Tynemouth.
Paterson, John M. - - - -	22	Fifeness and St. Abb's Head to Carron Roads.
Pendrick, John - - - -	55	Inchkeith to Carron Roads.
Potts, William - - - -	37	Inchkeith to Alloa.
Rutherford, Adam - - - -	40	Fifeness and St. Abb's Head to Alloa.
Reddie, William - - - -	45	- - ditto - - ditto.
Robertson, Thomas - - - -	60	Alloa to Cape Wrath and Orfordness.
Stewart, Robert - - - -	63	Fifeness and St. Abb's Head to Alloa.
Smith, John - - - -	45	Fifeness and St. Abb's Head to Carron Roads.
Sneddon, John - - - -	33	Inchkeith to Alloa.
Sturrock, Charles - - - -	71	Tayport to Perth.
Starkey, John - - - -	30	Inchkeith to Alloa.
Thomson, William - - - -	63	Harbour and Roadstead of Morrisonshaven:
Thomson, Peter - - - -	46	Inchkeith to Alloa.
Todd, John - - - -	48	Dundee to Perth, and Buoy of Tay to Montrose and Fifeness.
White, James - - - -	46	Redhead and St. Abb's Head to Alloa.
Wilson (Young), John - - - -	66	Redhead and St. Abb's Head to Carron Roads.
Wilson (Johnston), John - - - -	48	Redhead and St. Abb's Head to Alloa.
Wilson (Ramsay), Robert - - - -	44	- - ditto - - ditto.
Wilson, Andrew - - - -	43	Redhead and St. Abb's Head to Carron Roads.
Wilson, George - - - -	49	Inchkeith to Alloa.
Wyllie, John J. - - - -	46	Ailsa Craig to Cumbræes and Ardrossan Harbour.
White, William - - - -	48	Fifeness and St. Abb's Head to Alloa.
Wyles, Thomas - - - -	51	Fifeness and St. Abb's Head to Carron Roads.
Walker, Archibald G. - - - -	49	Point of Ayre, Western Isles, Pentland Firth, to St. Abb's Head.
Wales, Downie - - - -	39	Fifeness and St. Abb's Head to Alloa.
Winton, Robert - - - -	39	Inchkeith to Alloa.
Webster, William - - - -	40	Into and out of Ardrossan Harbour.

TRINITY HOUSE OF LEITH—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.			
	OVERSEA.				OVERSEA.			
	Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Into Alloa, Clackmannan, &c. -	-	-	40	43 14 3	9	34 10 -	55	119 17 9
Into Bo'ness and Roads -	-	-	17	50 8 3	4	17 17 -	56	148 13 3
Into Burntisland and Roads -	-	-	7	14 8 9	-	-	50	95 - 6
Into Charlestown and Limekilns -	1	- 10 -	20	8 15 -	24	11 17 11	68	30 1 10
Into Dysart -	9	4 1 -	7	3 6 -	24	12 6 3	112	54 10 3
Into Dingwall -	-	-	9	6 1 2	-	-	2	1 19 3
Into Grangemouth and Carron Roads.	2	6 15 -	90	136 5 6	35	78 16 6	338	651 17 9
Into Granton -	-	-	32	104 - 1	1	5 10 -	20	62 3 6
Into Greenock and Cumbræes -	-	-	2	30 - -	-	-	-	-
Into Leith and Roads -	4	17 17 -	102	288 4 5	4	11 8 -	125	253 13 -
Into Leven and Methil -	1	- 8 -	120	134 2 6	9	6 2 -	222	245 17 9
Into Lerwick -	-	-	3	2 15 -	-	-	3	2 17 6
Into Newburgh -	-	-	12	9 - -	-	-	3	2 5 -
Into Perth -	3	2 11 -	47	28 13 9	6	5 7 6	3	3 6 -
Into Portmahomack -	-	-	24	9 7 0	-	-	1	- 9 6
Into Prestonpans and Morrisons-haven.	-	-	78	30 6 -	-	-	80	27 10 -
Into St. David's and Inverkeithing	-	-	8	4 6 -	-	-	62	36 - -
Into West Wemyss -	-	-	13	5 4 10	-	-	238	95 18 -
TOTAL -	90	32 2 -	631	908 19 -	116	183 15 2	1,439	1,832 2 2

## (2.)—OUTWARDS.

Out of Alloa, Clackmannan, &c. -	-	-	54	66 8 9	7	7 1 -	77	154 - 3
Out of Bo'ness and Roads -	-	-	27	48 11 3	-	-	108	140 - 9
Out of Burntisland and Roads -	-	-	-	-	-	-	-	-
Out of Charlestown and Limekilns	-	-	17	8 9 5	22	10 18 8	73	32 8 4
Out of Dysart -	9	4 1 -	7	3 6 -	24	12 6 3	112	54 10 3
Out of Dingwall -	-	-	9	6 1 2	-	-	2	1 19 3
Out of Grangemouth and Carron Roads.	1	6 - -	78	122 8 3	18	31 6 6	262	461 4 9
Out of Granton -	-	-	29	83 11 1	1	3 4 -	6	21 16 9
Out of Greenock and Cumbræes -	2	19 - -	10	150 - -	-	-	10	60 10 -
Out of Leith and Roads -	1	3 13 6	74	193 19 6	1	2 15 -	57	120 11 9
Out of Leven and Methil -	-	-	117	128 10 9	8	5 11 -	215	230 10 9
Out of Lerwick -	-	-	3	2 15 -	-	-	3	2 17 6
Out of Newburgh -	-	-	19	15 14 -	-	-	4	3 2 -
Out of Perth -	2	1 14 -	48	29 13 9	6	5 7 6	3	3 - -
Out of Portmahomack -	-	-	24	9 7 6	-	-	1	- 9 6
Out of Prestonpans and Morrisons-haven.	-	-	78	30 6 -	-	-	80	27 10 -
Out of St. David's and Inverkeithing.	-	-	7	4 - -	-	-	54	33 6 6
Out of West Wemyss -	-	-	13	5 4 10	-	-	238	95 18 8
TOTAL -	15	34 8 6	620	908 7 3	87	78 9 11	1,305	1,457 17 -



## HARBOUR AND DOCKS OF LEITH—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From and to any point required within the limits of the Port, as extended for Pilot- age purposes by Article VIII. of the Bye-laws and Regu- lations . . . . .	44	44 15 7	6	8 8 11	162	411 1 1	18	43 1 4	25	27 9 2	4	3 7 -	214	267 6 5	97	114 11 10	270	990 1 4

## (2.)—OUTWARDS.

Pilotage not compulsory. No record of outward pilotage; the inward pilotage only being payable to this authority for behoof of the pilots, in accordance with the regulations, copies of which accompanied previous returns. But the amount of outward pilotage for the year, according to returns made by the pilots, at the request of the authority, for the purpose of this return, is about 532*l.* 17*s.* 9*d.*

The pilotage outwards is payable directly to the pilots. The amount received by the pilots is not known to the authority, otherwise than as instructed by the returns made by the pilots, as mentioned above; and there are no materials for making any further return of the particulars required by the schedule.

*Note.*—Pilotage is not compulsory, either inwards or outwards, within the pilotage district of the Port or Harbour of Leith.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for		By amount received by pilots for outward pilotage - - -	532 17 9
{ Inward pilotage -	920 1 4		
{ Outward pilotage -	532 17 9	By amount paid to pilots for inward pilotage - - - - -	851 1 3
		By amount paid to widows' fund -	57 10 1
		By amount applied to expense of collection - - - - -	11 10 -
£.	1,452 19 1	£.	1,452 19 1

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - -	57 10 1	By amount paid to pilots' fund -	57 10 1

*Note.*—The pilots' fund is not administered by, or in any way under the control of, this pilotage authority.

31 January 1900.

Victor A. Noël Paton, Clerk.

PORT OF LEVEN AND METHIL.

Pilotage is Free. Limits of District.—See p. 159 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 93 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph Anderson - -	59	*Alex. Moodie - -	40	David Proudfoot - -	35
*Thomas Carnie - -	31	*George Patterson - -	47	John Thomson - -	38
*John Flucker - -	46	*Robert Patterson - -	47	*Andrew Wilson - -	42
*William Main - -	31	*William Patterson - -	45	*John Wilson - -	49

\* Those pilots against whose names an asterisk (\*) is placed are partly under the control of the Trinity House of Leith.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Roads to Docks -	105	170 7 6	81	30 1 6	159	171 14 -	2	- 13 -	159	147 6 6	62	31 10 6	447	445 1 -	53	83 4 6	1068	1,079 18 6

(2.)—OUTWARDS.

From Docks to Roads -	53	37 15 6	11	4 8 -	274	299 3 -	2	1 5 -	6	6 5 6	4	2 2 6	596	585 3 6	150	88 1 6	1096	1,024 4 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for -				By amount paid in respect of pilots -	1,998	19	-
Inward pilotage -	1,079	18	6	By amount paid North British Rail- way Company as commission on collection of pilotage - - -	105	4	-
Outward pilotage -	1,024	4	6	By amount paid North British Rail- way Company for pilots' licences -	-	10	6
To amount of fee received from applicant for pilot's licence (1) -	-	10	6	By amount paid North British Rail- way Company for renewals of pilots' licences - - - -	3	-	-
To amount of fees received from applicants for renewals of pilots' licences (12) - - - -	3	-	-				
	£.	2,107	13 6		£.	2,107	13 6

21 March 1900.

W. F. Jackson, General Manager,  
North British Railway Company.

PORT OF LOSSIEMOUTH.

*Pilotage* <sup>is</sup> Compulsory. *Limits of District.*—See p. 161 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.  
*See p. 161 of Parl. Paper, No. 154 of 1889.*

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.
William Stewart Cowie - - -	45	William Stewart - - - -	36

AMOUNT received for PILOTAGE of VESSELS in 1899.  
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - -	76.	£. s. d. 46 2 6½	-	£. s. d. - - -	5	£. s. d. 6 - 1	7	£. s. d. 7 11 10	88	£. s. d. 59 14 5½

(2.)—OUTWARDS.

From Harbour to Sea - -	75	£. s. d. 44 8 2	1	£. s. d. 1 14 4½	8	£. s. d. 7 16 1	4	£. s. d. 5 15 10	88	£. s. d. 59 14 5½
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	59 14 5½	By amount paid in respect of pilots	119 8 11
received for { Outward pilotage	59 14 5½		
£.	110 8 11	£.	119 8 11

31 December 1899.

James Allan, Secretary.

PORT OF MONTROSE.

*Pilotage* is Free. *Limits of District.*—See p. 90 of Parl. Paper, No. 181 of 1890.

RULES and REGULATIONS.  
*See p. 90 of Parl. Paper, No. 181 of 1890.*

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Coull - - -	57	Alexander Coull - - -	70	Daniel West - - -	42
John Pert - - -	58	David Coull - - -	69	Daniel Brand - - -	65
Alexander Summers -	61	David Clark - - -	70	Alexander Stephen -	47
John Coull - - -	60	George West - - -	43		

## PORT OF MONTROSE—continued.

## RATES of PILOTAGE.

See p. 165 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.  
INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	COASTERS.		COASTERS.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
The charge in the table of rates is not regulated by distance, but according to tonnage - - -	179	221 12 6	42	125 13 9	221	347 6 3

No pilot employed by coaster outwards during the year.

Vessels from foreign ports are charged a combined pilotage fee for inwards and outwards.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	188 6 3	By amount paid in respect of pilots -	247 6 3
To gross amount received for inward pilotage - - - - -	347 6 3	By balance carried to next account -	205 14 10
To amount of pilotage commission at 5 per cent. for year to 31st December 1898 - - - - -	17 8 7		
£.	553 1 1	£.	553 1 1

NOTE.—These pilotage percentages, which make up the above balance, are annually applied for the ordinary purposes of the harbour, but they would not be sufficient to meet a reasonable proportion of the salaries paid annually to the secretary, pilot master, and collector.

4 January 1900.

Wm. Ross, Clerk.

## PORT OF NAIRN.

Pilotage is Free. Limits of District.—See p. 187 of Parl. Paper, No. 154 of 1889.

## BYE-LAWS.

Nil.

## NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Daniel Main - - -	63	John Mackintosh Jack -	61	George Ralph - - -	65

## RATES of PILOTAGE.

1s. per foot. 2s. 6d. for transporting all sizes of ships.

PORT OF NAIRN—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.		F O R E I G N V E S S E L S.				T O T A L S.	
	C O A S T E R S.		C O A S T E R S.		O V E R S E A.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Nairn Bay to Nairn Harbour	50	£. s. d. 25 - -	-	£. s. d. - - -	3	£. s. d. 2 5 -	53	£. s. d. 27 5 -

## (2.)—OUTWARDS.

From Nairn Harbour to Nairn Bay	50	25 - -	-	- - -	3	2 5 -	53	27 5 -
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage	- 27 5 -	By amount paid in respect of pilots	-	54 10 -
	Outward pilotage	- 27 5 -			
	£.	54 10 -		£.	54 10 -

1 February 1900.

Wm. Laing, Clerk.

## PORT OF PETERHEAD.

*Pilotage is Compulsory. Limits of District.—See p. 162 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

*See p. 162 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Slessor - -	63	Robert Taylor, sen. - -	67	John M'Lean, jun. - -	52
James Winton - -	59	Robert Strachan, jun. -	53	James Strachan - -	55
Robert Slessor, jun. -	47	Alexander Geddes, sen. -	67	Colin McLean - -	37
Benjamin Buchan - -	64	George Ritchie, jun. -	43	John M'Lean, sen. - -	74
Robert Slessor, sen. -	80	Peter Geddes - -	59		
George Geddes - -	40	Alexander Geddes, jun. -	47	James Falconer - -	38
James Reid - -	43	Alexander Strachan - -	62	Robert Taylor, jun. -	44
Alexander Strachan, jun. -	36	Robert Strachan, sen. -	60	James Geddes, sen. -	43
George Strachan - -	47	John Strachan - -	56	John May - -	50

PORT OF PETERHEAD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.  
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harbour to Sea - -	277	131 8 11	7	7 11 11	46	51 14 9	23	20 8 -	353	211 3 7

(2.)—OUTWARDS.

From Sea to Harbour - -	277	131 8 11	7	7 11 11	46	51 14 9	23	20 8 -	353	211 3 7
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for - { Inward pilotage -	211 3 7	By amount paid in respect of pilots -	394 17 8
- { Outward pilotage -	211 3 7		
To amount of fees received from applicants for renewals of pilots' licences (26) - - - - -	1 13 -	By amount paid for captain pilot, &c. -	120 - -
To balance provided from the revenue derived by the trustees of the harbours of Peterhead - - -	92 10 6	By amount paid for clerk - - -	1 13 -
£.	516 10 8	£.	516 10 8

30 January 1900.

Patrick Irvine, Clerk.

PORT OF ROSEHEARTY.

Pilotage is Compulsory. Limits of District.—Undefined.

BYE-LAWS and REGULATIONS.  
Nil.

NAMES of PILOTS.

NAMES.	Ages.	NAME.	Age.
John Buchan - - - - -	66	Alexander Ritchie - - - - -	54
William Buchan - - - - -	46		

PORT OF ROSEHEARTY—continued.

RATES of PILOTAGE.

See p. 165 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Not Towed by Steam.	
	No.	Amount.
From Sea to Harbour - - - - -	7	£. s. d. 4 18 -
(2.)—OUTWARDS.		
From Harbour to Sea - - - - -	—	—

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	4 18 -	By amount paid in respect of pilots -	4 18 -
received for { Outward pilotage -	—		
£.	4 18 -	£.	4 18 -

19 January 1900.

William Watt, Clerk.

PORT OF SANDHAVEN.

Pilotage is Compulsory. Limits of District.—See p. 166 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 166 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

James Sim - - - - - aged 77

PORT OF SANDHAVEN—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Not Towed by Steam.	
	No.	Amount.
		£. s. d.
Up to four miles - - - - -	2	2 - 6

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward and outward pilotage - - -	2 - 6	By amount paid in respect of pilot -	2 - 6

29 June 1900.

John Scott, Clerk.

PORT OF STONEHAVEN.

Pilotage is partly Free, partly Compulsory. Limits of District.—See p. 168 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 168 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
John Duncan *	77	William Pirie	51
George Adams	81	Arthur Brown	55
Alexander Tarvet	68	James Carnegie	59
James Pirie	49		

\* Captain pilot.

PORT OF STONEHAVEN—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.						TOTALS	
	COASTERS.		COASTERS.				OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour	80	£. s. d. 27 - -	1	£. s. d. - 6 -	4	£. s. d. 1 16 -	1	£. s. d. - 12 -	86	£. s. d. 29 14 -

## (2.)—OUTWARDS.

From Harbour to Sea	81	£. s. d. 26 10 -	-	£. s. d. - - -	-	£. s. d. - - -	5	£. s. d. 2 2 -	86	£. s. d. 28 12 -
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	29 14 -	By amount paid in respect of pilots -		58 6 -
	Outward pilotage -	28 12 -			
	£.	58 6 -		£.	58 6 -

6 January 1900.

D. Carr, Clerk.

## PORT OF WICK.

*Pilotage is Compulsory. Limits of District.—See Regulation 27.*

## REGULATIONS for PILOTS.

*See p. 102 of Parl. Paper, No. 263 of 1898.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
David Williamson - - - -	52	James Simpson - - - -	48
Alexander Mackay - - - -	46	Charles Thomson - - - -	41

PORT OF WICK—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.								
From entrance of Wick Bay to Wick and Pulteney Harbour.	193	100	9	3	2	7	7	10	9	15	13	4½	24	43	10	-	228	167	-	6

(2.)—OUTWARDS.

From Wick and Pulteney Harbour to entrance of Wick Bay.	192	106 10 6	3	1 10 9	17	31 13 -	16	27 6 6	228	167 - 9
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for -	Inward pilotage -	167 - 6	By amount paid in respect of pilots -		334 1 3
	Ontward pilotage -	167 - 0			
	£.	334 1 3		£.	334 1 3

8 January 1900.

David Grogan, Secretary.

I R E L A N D.

P O R T   O F   B A L L I N A.

*Pilotage is Compulsory. Limits of District.—See p. 191 of Parl. Paper, No. 154 of 1889.*

B Y E L A W S.

✓ *M.*

N A M E S   o f   P I L O T S.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Walsh, sen. - -	74	Patrick M'Nulty - -	43	Patrick M'Keown - -	35
James Walsh, jun. - -	52	Harry Herregan - -	72	Michael Reynolds - -	45
Patrick Walsh - -	65	Peter M'Keown - -	30	Martin Loughney - -	60

R A T E S   o f   P I L O T A G E.

*See p. 191 of Parl. Paper, No. 154 of 1889.*

A M O U N T   r e c e i v e d   f o r   P I L O T A G E   o f   V E S S E L S   i n   1 8 9 9.

(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H   V E S S E L S.				T O T A L S.	
	C O A S T E R S.					
	Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Bar to Quay - - - - -	92	97 14 -	-	- - -	92	97 14 -

(2.)—O U T W A R D S.

From Quay to Bar - - - - -	92	70 11 -	-	- - -	92	70 11 -
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A C C O U N T   o f   a l l   M O N I E S   r e c e i v e d   a n d   e x p e n d e d   i n   r e s p e c t   o f   t h e   P I L O T A G E   F U N D.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount { Inward pilotage	97 14 -	By amount paid in respect of pilots -	168 5 -
received for     { Outward pilotage	70 11 -		
£.	168 5 -	£.	168 5 -

5 July 1900.

*R. W. Joynt, Secretary.*

PORT OF BALLYSHANNON.

Pilotage is Free. Limits of District.—See p. 104 of Parl. Paper, No. 251 of 1891.

BYE-LAWS and RATES of PILOTAGE.

See p. 96 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
John M'Carthy - - -	64	John Morrow - - -	49	} To pilot vessels in and out of the port of Ballyshannon.
James Daly - - -	62	William Ward - - -	45	

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	BRITISH VESSELS.		FOREIGN VESSELS.		T O T A L S.	
	C O A S T E R S.					
	Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.
From outside Ballyshannon Bar to Quays - - -	18	£. s. d. 22 17 7	-	£. s. d. - - -	18	£. s. d. 22 17 7

(2.)—OUTWARDS.

From Quays to outside Ballyshannon Bar - - -	18	14 12 -	-	- - -	18	14 12 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	22 17 7	By balance due against pilotage account from last year - - -	7 11 6
{ Outward pilotage -	14 12 -	By amount paid in respect of pilots -	37 9 7
To balance due against pilotage account carried to next account -	7 11 6		
£.	45 1 1	£.	45 1 1

28 June 1900.

Edward Lynch, Secretary.

## PORT OF BELFAST.

*Pilotage is Compulsory. Limits of District.—See p. 192 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, &amp;c.

*See p. 192 of Parl. Paper, No. 154 of 1889; p. 107 of Parl. Paper, No. 160 of 1894; and p. 123 of Parl. Paper, No. 290 of 1897.*

## SUPPLEMENTAL PILOTAGE BYE-LAWS.

At the Court at Windsor, the 27th day of December 1899.

Present :—The Queen's most Excellent Majesty in Council.

WHEREAS by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do all or any of the things specified in section 582; but that a bye-law so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council:

And whereas the Belfast Harbour Commissioners, being a pilotage authority for the port and harbour of Belfast within the meaning of the said Act, have made certain bye-laws with respect to the charges to be paid to the said pilotage authority on the granting and renewing of pilotage licences, which bye-laws are in

substitution for bye-law No. 7, so far as it relates to outsea pilotage licences, already made by the said pilotage authority, and confirmed by Order in Council of the 15th day of August 1890:

And whereas it has been made to appear to Her Majesty that the proposed new bye-laws are proper and reasonable:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, is pleased to approve of, and doth by this Order confirm, the said bye-laws, as set forth in the schedule hereunto annexed.

*A. W. Fitzroy.*

SCHEDULE to which the foregoing Order refers.

## BYE-LAWS

*Made by the Belfast Harbour Commissioners, the Pilotage Authority of the Port of Belfast, in pursuance of the Merchant Shipping Act, 1894, supplemental to the Bye-laws for the Regulation and Management of the Pilotage, Pilots, &c., approved by Her Majesty in Council on the 5th August 1890.*

The following supplemental bye-laws shall take effect as from the 1st day of July 1899, if approved of by Her Majesty in Council by virtue of the power vested in Her by the Merchant Shipping Act:—

1. Bye-law No. 7 of the bye-laws for the regulation and management of the pilotage, pilots, &c., approved by Her Majesty in Council on the 15th August 1890, is hereby repealed so far as it relates to outsea pilotage licences.

2. The sum of 1s. shall be paid to the Commissioners on the granting and renewing of outsea pilotage licences (pilotage not compulsory).

Harbour Office, January 1900.

*W. A. Currie,*  
Secretary of the Belfast Harbour Commissioners.

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Hugh Hutchinson - -	58	Patrick M'Allister - -	40	Thomas McAlpin † - -	35
Robert J. Benson - -	44	Daniel Benson - -	34	Alexander Close ‡ - -	39
James Shaw - - -	45	William H. M. Wilson - -	33	James Elliott † - -	26
William J. Simms - -	43	John O'Connor - -	46	Thomas Jack † - -	37
James H. Kennedy - -	56	John Gillespie - -	35	James McBurnie † - -	20
James Stewart - -	41	David Smyth - -	27	Hugh McMulland ‡ - -	17
John Simpson - - -	39	Patrick Benson * - -	68	Hugh Mount § - -	35
Samuel Ferris - - -	44	William Braniff* - -	42		
Alexander M'Allister -	43	Alexander Kain† - -	38		

\* Pilot masters.

† Mates.

‡ Boatmen.

§ Cook.

## PORT OF BELFAST—continued.

## RATES of PILOTAGE.

See p. 194 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
144	75 4 -	1,457	750 - -	4	3 14 3	281	842 6 3	1	2 16 8	6	10 7 9	-	- - -	47	118 19 9	1,940	1,803 8 3

## (2.)—OUTWARDS.

30	26 18 9	253	486 14 6	-	- - -	96	189 4 10	2	2 14 3	14	19 14 3	-	- - -	33	63 1 3	428	788 7 10
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Note.—5,801 steamers arrived and departed during the year, without pilots, the masters and mates of same holding certificates, for which the total sum of 309*l.* was received.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage- received for - { Outward pilotage	1,803 8 2 788 7 10	By balance brought from last account -	1,952 17 8
To amount of fees received from appli- cants for—		By amount paid in respect of pilots -	1,946 12 2
Renewals of pilots' licences (15)	75 - -	By amount paid in respect of pilot boats - - - - -	1,162 12 6
Renewal of pilot's licence — outsea (1) - - - -	- 10 -	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	175 15 -
Renewals of pilots' licences— outsea (9) - - - -	4 10 -	By amount paid to pilotage superin- tendent - - - - -	50 - -
Masters and mates' certificates (14) - - - - -	28 - -	By amount paid for rent of office -	25 - -
Renewals of masters and mates' certificates (137) - - -	274 - -	By amount paid for examiners or exa- minations - - - - -	145 15 -
New certificates issued on change of service (7) - - - -	7 - -		
To amount of contributions from masters and mates - - -	489 15 1		
To balance carried to next account -	1,997 1 2		
£.	5,458 12 4	£.	5,458 12 4

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	94 19 10	By amount paid for pensions or super- annuations to pilots (2) - - -	104 - -
To amount received as contribution to superannuation and pension fund from pilotage certificate account - - -	175 15 -	By amount paid for pensions or super- annuations to widows (3) - - -	44 - -
£.	270 14 10	By balance carried to next account -	122 14 10
		£.	270 14 10

19 February 1900.

W. A. Currie, Secretary.



PORT OF COLERAINE.

*Pilotage.*—No definite particulars supplied. *Limits of District.*—See p. 197 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 107 of Parl. Paper, No. 154 of 1889, and p. 112 of Parl. Paper, No. 242 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
James Doherty - -	37	Thomas M'Lean . .	20	{ To pilot vessels into and out of the River Bann, within the limits of the Coleraine Pilotage District.
John Doherty - -	30			

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From the High Sea to Coleraine-	150	100 16 6	20	16 14 3	1	1 1 -	1	1 1 -	172	119 12 9

(2.)—O U T W A R D S.

From Coleraine to the High Sea-	150	51 11 3	20	6 1 2	1	- 7 2	1	- 6 9	172	58 6 4
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*Note.*—Steamers whose masters or mates hold pilotage certificates are exempt from pilotage.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for - { Inward pilotage	119 12 9	By amount paid in respect of pilots -	162 15 -
- { Outward pilotage	53 6 4	By amount paid in respect of pilot boats	1 15 4
To deficiency charged on Revenue Account of Harbour Commissioners	6 11 3		
£.	184 10 4	£.	184 10 4

5 January 1900.

Wm. Eccles, Secretary.

## PORT OF CORK.

*Pilotage is Free. Limits of District.*—See p. 199 of Parl. Paper, No. 154 of 1889. These limits have since been extended by the Cork Harbour (Pilotage) Act, 1892, section 3, *q.v.*

### BYE-LAWS, &c.

See p. 111 of Parl. Paper, No. 160 of 1894.

### SUPPLEMENTAL PILOTAGE BYE-LAWS.

At the Court at Balmoral, the 7th day of October 1899.

Present :—The Queen's most Excellent Majesty in Council.

WHEREAS by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do all or any of the things specified in section 582; but that a bye-law so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council:

And whereas the Cork Harbour Commissioners being a pilotage authority for the Cork pilotage district within the meaning of the said Act, have made certain bye-laws with respect to the contribution to be made towards the pilotage funds of the Cork pilotage district by the masters and mates of vessels holding pilotage certificates in pursuance of the said Act, which bye-laws are in substitution for the bye-laws for the

same purpose already made by the said pilotage authority, and confirmed by Order in Council of the 29th day of January 1894:

And whereas the provisions of section 1 of the Rules of Publication Act, 1893, have been complied with:

And whereas it has been made to appear to Her Majesty that the proposed new bye-laws are proper and reasonable:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, is pleased to approve, and doth by this Order confirm, the said bye-laws as set forth in the schedule hereto annexed.

A. W. Fitzroy.

### SCHEDULE.

BYE-LAWS made by the CORK HARBOUR COMMISSIONERS, the Pilotage Authority for the Cork Pilotage District, in pursuance of the Merchant Shipping Act, 1894, section 582, as to the Contribution to the Pilotage Fund of the District to be made by Masters and Mates of Vessels holding Pilotage Certificates for the Cork Pilotage District, in substitution for the Bye-laws made by the said Commissioners and approved by Her Majesty in Council on the 29th day of January 1894.

The following bye-laws shall take effect from and after the day on which the same shall have been approved by Her Majesty in Council, by virtue of the power vested in Her by the Merchant Shipping Act, 1894.

1. Every master and mate to whom a pilotage certificate shall have been granted or shall be granted in pursuance of section 599 or of section 600 of the Merchant Shipping Act, 1894, or who shall have obtained or shall obtain a renewal of any such certificate, shall, on every occasion that he shall navigate his vessel with passengers on board, within any part of the pilotage district over which the Cork Harbour Commissioners as the pilotage authority have jurisdiction (except the Mizen Head Station and the Galley Head Station, as defined in the schedule to the Cork Harbour (Pilotage) Act, 1892), pay to the duly appointed pilot master of the said Commissioners, as a contribution towards the pilotage fund of the district, 3 per cent. of the pilotage rates which would have been payable in respect of the pilotage of his vessel within

such district (except as aforesaid) if he had not held a pilotage certificate, provided that the total amount to be contributed under the bye-law by all the masters and mates for the time being in the employment of the City of Cork Steam Packet Company, Limited, in any year commencing 1st January and ending 31st December shall not exceed one hundred and ten pounds, and a like contribution for the same period by all the masters and mates for the time being in the employment of the Clyde Shipping Company, Limited, shall not exceed forty pounds.

2. Every master or mate certified as aforesaid shall, within fourteen days next after the expiration of each calendar month, make a return in writing to the said pilot master at the office of the Cork Harbour Commissioners at Queenstown of the occasions during the calendar month immediately preceding on which he shall have navigated vessels within the said pilotage district (except as aforesaid), having passengers on board, with the names, register tonnage, and all needful particulars of the vessels so navigated, and shall within the same period from time to time pay to such pilot master as aforesaid the amounts due from him under the foregoing bye-law.

3. The contribution under these bye-laws shall be in addition to the fees payable on the issue and renewal of pilotage certificates.

4. The bye-laws made by the Cork Harbour Commissioners, and approved by Her Majesty in Council on the 29th day of January 1894, shall be rescinded on the day these bye-laws take effect.

PORT OF CORK—continued.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
<i>Sea Pilots.</i>		John Dunn - - -	45	<i>Captains of Steamships holding Certificates—cont.</i>	
Patrick Harris - -	52	Thomas Martin - - -	56	John Clery - - -	46
James Bransfield - -	51			Daniel Boyd - - -	52
John Cotter - - -	37			Lachlan Lamont - - -	40
John Barry - - -	50			William Laing - - -	43
James Whelan - - -	52			Edward Davies - - -	51
James Nash - - -	55	<i>River Pilots.</i>		John Hetherington - - -	57
William Hawkins - - -	53	Daniel Steptoe - - -	49	John McInnis - - -	45
Patrick Collick - - -	39	James Lynch - - -	52	William J. Nicholls - - -	63
Thomas Nash - - -	38	Edward Lynch - - -	58	William A. M'Phail - - -	36
David Oakley - - -	52	John Lamb - - -	55	Joseph Walsh - - -	41
John Whelan - - -	53	John Cotter - - -	56	Robert McLaws - - -	32
John Cotter - - -	46	Stephen Walker - - -	46	T. Simmelkiar - - -	67
Bartholomew Mulcahy - -	66	John Nash - - -	57	L. G. Star - - -	66
John Halloran - - -	45	Thomas Saunders - - -	45	James Williams - - -	41
Ambrose Walsh - - -	41			Robert Johnston - - -	52
John Allen - - -	62			Arthur Wheeler - - -	58
Michael Lynch - - -	44			Duncan Fletcher - - -	39
William Smith - - -	59			James Tait - - -	54
James Donovan - - -	38	<i>Ballinacurra.</i>		Dugald M'Phail - - -	32
Patrick Lynch - - -	39	Maurice Walsh - - -	39	Frank Ridge - - -	52
Samuel Dunn - - -	44	Robert Walsh - - -	30	James J. Symons - - -	59
Edmund Butler - - -	60			Donald Henderson - - -	49
James Walker - - -	51			James M. Browne - - -	55
				Frank M'Menemy - - -	46
		<i>Captains of Steamships holding Certificates.</i>		Thomas E. Perry - - -	57
Charles Ellis - - -	40	Nicholas Kearney - - -	57	John M'Tavish - - -	43
John Horrigan - - -	59	Henry Hoare - - -	52	Duncan M'Allister - - -	51

Total Number of Pilots:—

Sea pilots (authorised number)	40	-	Issued	-	23
Ballinacurra pilots	2	-	„	-	1
Special pilots	4	-	„	-	4
River pilots	8	-	„	-	8
	54		37		
{ Exclusive of captains of steamships holding certificates.					

## PORT OF CORK—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Sea to Queens- town.	9	6 15 4	-	- - -	193	1,501 14 1	77	680 7 9	-	- - -	2	2 10 1	69	376 10 1	37	218 14 1		
From Queenstown to Cork.	246	238 1 8	3	2 9 4	126	314 7 -	4	13 17 0	-	- - -	3	2 17 4	23	45 1 1	11	29 6 4		
From Passage to Cork.	6	4 2 1	1	1 17 1	1	1 1 5	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -		
Ballinacurra River	118	67 0 10	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -		
TOTAL - - -	379	313 19 11	4	4 6 5	320	1,817 2 6	81	694 4 9	-	- - -	5	5 7 5	91	421 11 2	48	248 - 5		

## (2.)—O U T W A R D S.

From Cork to Passage.	12	7 14 -	-	- - -	-	- - -	2	2 9 11	-	- - -	-	- - -	1	1 9 5	-	- - -	15	11 12 4
From Cork to Queenstown or Sea.	219	141 14 6	1	- 14 3	108	253 14 3	3	8 19 7	9	6 2 7	-	- - -	13	31 3 8	7	15 12 7	340	438 1 6
From Passage to Sea	1	1 13 5	-	- - -	1	1 18 9	3	8 11 9	-	- - -	-	- - -	1	10 - 5	1	- 10 8	7	22 15 -
From Queenstown to Sea.	7	4 12 10	1	1 10 -	55	227 14 11	20	212 17 -	-	- - -	-	- - -	11	25 12 5	15	35 11 11	119	607 15 1
Ballinacurra River	112	41 15 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	112	41 15 6
TOTAL - - -	351	197 10 3	2	2 4 3	164	483 7 11	38	232 18 3	9	6 2 7	-	- - -	26	68 5 11	23	51 15 2	612	1,042 4 4

Note.—The following was also received : special pilotage, 795l. ; shifting vessels, 37l. 12s. 6d.

## VESSELS changing at PASSAGE or QUEENSTOWN.

## (1.)—IN W A R D S.

	No. of Vessels.	AMOUNT.		
		For Pilotage below.	For Pilotage above.	Total.
Amount paid by such vessels piloted into the Port of Cork as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same.	117	£. s. d. 794 17 9	£. s. d. 324 14 9	£. s. d. 1,119 12 6
N.B.—Change of pilots takes place at Queenstown.				

## (2.)—O U T W A R D S.

	No. of Vessels.	AMOUNT.		
		For Pilotage above.	For Pilotage below.	Total.
Amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same.	16	£. s. d. 29 6 11	£. s. d. 43 17 9	£. s. d. 73 4 8
N.B.—Change of pilots takes place at Passage or Queenstown.				

## PORT OF CORK—continued.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

R E C E I P T S.			E X P E N D I T U R E.		
<i>Dr.</i>	£.	s. d.	<i>Cr.</i>	£.	s. d.
To gross amount received { Inward pilotage -	3,504	12 7	Brought forward from last account - -	1,589	11 10
for - - - - { Special pilotage -	795	- -	By amount paid in respect of—		
- - - - { Shiftings -	37	12 6	Pilots - - - -	3,189	2 3
- - - - { Outward pilotage -	1,042	4 4	Pilot boats { Maintenance - - - -	400	- -
To amount of fees received from applicants for pilot's licences - - - -	6	- -	- - { Crews - - - -	297	16 -
To amount of fees received from applicants for renewals of pilots' licences (40) - - - -	40	- -	Contributions to pilots' pension or superannuation fund - - - -	320	13 4
To amount of fees received from applicants for masters and mates' certificates (1) - - - -	6	- -	By other expenses of pilotage authority :		
To amount of fees received from applicants for renewals of masters and mates' certificates (28) - - - -	28	- -	Boat hire and train fare - - - -	256	11 11
To amount received for fines and forfeitures from licensed pilots - - - -	3	- -	Travelling and detention - - - -	45	3 3
To amount received from other sources :			Miscellaneous - - - -	56	11 9
Masters' contribution to superannuation fund - - - -	23	- -	Interest on stock - - - -	270	13 4
Pilots' contribution to superannuation fund - - - -	119	- -	Income tax - - - -	9	6 8
Travelling and Detention - - - -	50	9 10	Interest on loans - - - -	110	11 3
Delivery of orders to ships - - - -	332	2 -	Insurance fund - - - -	300	- -
Extra services - - - -	15	- -	Sinking fund - - - -	522	14 4
Interest on superannuation fund investments - - - -	95	13 4	By amount paid for clerks - - - -	15	- -
To balance carried to next account - - - -	1,376	1 4	By amount paid for pilot master - - - -	50	- -
£.	7,473	15 11	£.	7,473	15 11

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION OR SUPERANNUATION FUND.

R E C E I P T S.			E X P E N D I T U R E.		
<i>Dr.</i>	£.	s. d.	<i>Cr.</i>	£.	s. d.
To balance brought from last account - -	2,688	8 -	By amount paid for pensions or superannuations :		
To amount received as contribution to superannuation and pension fund :			Pilots, pensioners (18) - - - -	351	12 -
From pilots { One Licence - - - -	6	- -	Pilots, sick (20) - - - -	24	2 6
- { Renewal fees - - - -	40	- -	Widow (1) - - - -	8	- -
- { Contributions - - - -	119	- -	By doctor's salary - - - -	30	- -
- { Fines - - - -	3	- -	By examination fees - - - -	2	- -
From other sources :			By sundry creditors - - - -	11	10 -
28 steamship captains and mates' renewal fees - - - -	28	- -	By balance carried to next account - - - -	2,688	8 -
Steamship captains' contributions - - - -	23	- -			
One year's interest, Great Southern and Western Railway Stock - - - -	23	11 9			
One year's interest, Cork Corporation Stock - - - -	67	13 4			
One year's interest, Government Stock - - - -	4	8 3			
Issue of one pilotage certificate - - - -	6	- -			
From sundry creditors - - - -	106	11 2			
£.	3,115	12 6	£.	3,115	12 6

## INVESTMENT OF CAPITAL.

	£.	s. d.
Cork Corporation Stock - - - -	2,000	- -
Great Southern and Western Railway Stock - - - -	522	10
Government Stock - - - -	165	18 -
£.	2,688	8 -

27 April 1900.

William Donegan, Secretary.

## PORT OF DUBLIN.

*Pilotage is Compulsory. Limits of District.—See p. 206 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS, &amp;c.

*See p. 206 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Isaac Foster - - -	42	Robert Howlin - - -	38	James Gallagher - - -	45
Ambrose Dunne - - -	36	William Duff - - -	32	Charles Byrne - - -	32
William Gallagher - - -	47	John Kehoe - - -	36	Michael Tallant - - -	55
Peter Glynn - - -	56	Philip Dunne - - -	37		

## NAMES of SUB-PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Richard Byrne - - -	17	Michael Byrne - - -	21	Patrick Byrne - - -	18
Patrick Chute - - -	17	Thomas Farrell - - -	17		

## RATES of PILOTAGE.

*See p. 209 of Parl. Paper, No. 154 of 1889.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.				COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Outside to Dublin -	991	1,472 19 9	114	417 17 6	-	- - -	-	- - -	43	154 10 -	1,148	2,045 7 3
From Inside to Dublin -	782	631 11 3	74	171 1 -	-	- - -	2	4 7 6	17	42 - -	875	848 19 9
From Outside to Kingstown -	57	75 4 6	1	3 6 -	-	- - -	-	- - -	3	4 14 -	58	78 10 6
From Inside to Kingstown -	35	22 2 6	3	4 12 6	-	- - -	-	- - -	-	- - -	41	31 9 -
TOTAL - -	1,865	2,201 18 -	192	596 17 -	-	- - -	2	4 7 6	63	201 4 -	2,122	3,004 6 6

## (2.)—OUTWARDS.

From Docks and Quays to Poolbeg, or further - -	583	401 2 -	59	74 15 6	-	- - -	23	23 - -	22	28 17 -	687	527 14 6
Shifting vessels in Harbour -	107	53 10 -	-	- - -	-	- - -	-	- - -	-	- - -	107	53 10 -
TOTAL - - -	690	454 12 -	59	74 15 6	-	- - -	23	23 - -	22	28 17 -	794	581 4 6

PORT OF DUBLIN—*continued.*

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for { Inward pilotage - Outward pilotage -	3,001 6 6 581 4 6	By balance from last account - - -	10,609 19 8
To amount of fees received from applicants for pilots' licences (2) - -	2 2 -	By amount paid in respect of pilots, including allowances to masters and mates - - - - -	2,941 10 2
To amount received for examination fees (4) - - - - -	4 4 -	By amount paid in respect of clothing -	69 14 8
To amount received for transfer fees (1)-	3 - -	By amount paid in respect of travelling	63 - 6
To amount of fees received from applicants for masters and mates' certificates (13) - - - - -	39 - -	By amount paid in respect of pilot boats	918 2 9
To amount of fees received from applicants for renewals of masters and mates' certificates (119) - - -	238 - -	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - -	387 9 2
To amount received for fines and forfeitures - - - - -	1 5 -	By other expenses of pilotage authority:	
To amount received as rents from cottages - - - - -	81 6 -	Cottages - - - - -	82 1 3
To produce of sale of two old cutters -	88 - -	Stores - - - - -	15 4 -
To balance carried to next account -	19,055 6 3	Incidents - - - - -	32 3 6
		By amount paid for salary to superintendent to date of retirement - -	137 10 -
		By amount paid for superannuation to superintendent - - - - -	38 19 -
		By amount paid for gratuity to acting superintendent - - - - -	50 - -
		By amount paid for clerk - - -	63 14 -
		By amount paid for medical officer -	30 - -
		By hire of steamer - - - - -	344 3 4
		By travelling and other expenses connected with purchase of two new steamers - - - - -	262 12 5
		By survey and docking of the steamers -	91 8 7
		By insurances on steamers - - -	385 1 9
		Capital account—Cost of two new pilot steamers - - - - -	6,575 - -
£.	23,097 14 3	£.	23,097 14 3

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	1,216 14 3	By amount paid for pensions or superannuations to pilots (10) - - -	342 9 2
To amount received as contribution to superannuation and pension fund from pilots - - - - -	86 4 6	By amount paid for gratuities to widows (3) - - - - -	105 - -
To fees received on pilots' certificates in 1898 - - - - -	295 3 -	By balance carried to next account:	
To contribution from Dublin Port and Docks Board - - - - -	92 6 2	Midland Great Western Railway of Ireland debenture stock - - -	795 - -
To interest on investments - - -	44 15 8	Dublin Port and Docks Board stock -	267 1 6
		Cash in bank - - - - -	225 12 11
£.	1,735 3 7	£.	1,735 3 7

6 March 1900.

W. Proud, Secretary.

PORT OF GALWAY.

Pilotage is Compulsory from Roadstead to Dock, and *vice versâ*. In the Bay it is Free.  
Limits of District.—See p. 106 of Parl. Paper, No. 181 of 1890.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.  
See p. 106 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed or authorised to act.
Neal Delargy - - -	38	Michael Walsh - - -	43	Roadstead to Dock, and <i>vice versâ</i> .
Francis Fowler - - -	54	Stephen Joyce - - -	51	
Michael Smith - - -	43	John Joyce - - -	49	
Thomas Allen - - -	58	Patrick Joyce - - -	48	
Gregory Yorke - - -	31	Michael O'Donnell - - -	43	Bay pilotage.
Anthony Flaherty - - -	47	Thomas O'Connor - - -	40	
Thomas Gill - - -	43	John O'Donnell - - -	43	
Thomas Conneely - - -	42	Thomas Carless - - -	51	
Michael Hernon - - -	42	John Griffin - - -	42	
Patrick Hernon - - -	37	Edward O'Laughlin - - -	42	

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roadstead to Dock - -	120	93 - -	12	0 0 -	0	12 - -	4	8 16 11	142	123 2 11

(2.)—OUTWARDS.

From Dock to Roadstead - -	120	93 - -	12	0 6 -	6	12 - -	4	8 16 11	142	123 2 11
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Note.—Nine vessels took pilots from Arran Isles and Blackhead to Roadstead; pilotage paid, 50*l.* 1*0s.* 1*0d.*

## PORT OF GALWAY—continued.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	246 5 10	By amount paid to pilots -	-	296 16 8
	Outward pilotage -	50 10 10		-	
	£.	296 16 8		£.	296 16 8

26 January 1900.

Thomas N. Redington, Secretary.

## PORT OF LIMERICK.

*Pilotage is Free. Limits of District.—See p. 212 of Parl. Paper, No. 154 of 1889*

## REGULATIONS, &amp;c.

*See p. 212 of Parl. Paper, No. 154 of 1889.*

## NAMES of PILOTS.

*Limerick District.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Joyce - - -	58	Timothy Hanrahan - -	46	John Fitzmaurice ‡ - -	37
Denis Behan - - -	57	Charles Hanrahan † - -	46	Timothy Hanrahan § - -	37
James Hanrahan, sen. - -	56	Matthew Hanrahan - -	46	John Behan - - -	33
Thomas Mahony - - -	56	John Kelly - - -	45	John Downey - - -	40
John Hanrahan - - -	51	Michael Reynolds - -	44		
Michael Joyce - - -	50	James Hanrahan, jun. - -	42		

† 1st mate of a steamer.

‡ Captain of a steamer.

§ Customs officer.

*Captains' Licences.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Hetherington - -	56	William Goggin - - -	49	John McTavish - - -	42
James Taite - - -	—	Edward Power - - -	39	Patrick McCauley - -	49
James Williams - - -	42	Duncan Fletcher - - -	39	James Reynolds - - -	52

*Western District.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Patrick Brennan - - -	67	Sinan Scanlan - - -	57	John Melican - - -	46
Patrick Cahill - - -	67	John M'Donnell - - -	54	Patrick Brennan Pat - -	36
Denis O'Keeffe - - -	65	Michael Brennan - - -	53	Michael Scanlan - - -	39
James Keating - - -	62	Patrick Brennan, jun. - -	50	Michael Crotty - - -	34
Thomas M'Namara - - -	61	Patrick M'Namara - - -	50	Michael Griffin - - -	33
James Martin - - -	60	Patrick Scanlan - - -	47	Felix Brennan, jun. - -	35
Michael M'Mahon - - -	59				

PORT OF LIMERICK—*continued.*

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Hanrahan - - -	—	John Cahill - - -	—	Patrick Griffin - - -	—
William Martin - - -	—	Patrick Cahill - - -	—	Patrick Brennan - - -	—
Patrick Scanlan - - -	—	Patrick Keatings - - -	—	Michael Scanlan - - -	—
C. Hanrahan - - -	—	Martin Behan - - -	—	James O'Keefe - - -	—
M. C. Hanrahan - - -	—	John Hanrahan - - -	—		

## RATES of PILOTAGE, &amp;c.

See p. 109 of Parl. Paper, No. 181 of 1890, and also p. 106 of Parl. Paper, No. 212 of 1892.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Loophead to Limerick	-	- -	-	- -	13	211 1 -	5	92 17 4	-	- -	-	- -	-	- -	3	43 - 11	
From Kilclogher to Limerick	-	- -	-	- -	6	87 8 7	1	16 6 4	-	- -	-	- -	1	13 14 2	2	26 12 9	
From Kilcredane to Limerick	-	- -	-	- -	9	114 7 1	1	14 5 6	1	4 - -	-	- -	1	12 13 1	3	36 19 4	
From Scattery to Limerick	121	292 17 10	3	4 1 -	2	17 12 9	-	- -	-	- -	-	- -	1	6 6 -	2	17 6 5	
From Grass Island to Limerick.	17	7 13 9	13	6 5 3	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	
TOTAL - - -	138	300 11 7	15	10 6 3	29	430 9 5	7	123 9 2	1	4 - -	-	- -	3	32 13 3	10	123 19 5	

## (2.)—OUTWARDS.

From Limerick to Scattery -	149	325 4 2	5	10 10 -	24	202 2 -	5	45 - -	1	2 11 -	-	-	2	15 18 -	5	28 7 10	191 609 12 -
From Limerick to Kilcredane	-	-	-	-	6	60 13 6	-	-	-	-	-	-	1	5 9 -	3	35 19 -	10 111 1 6
From Limerick to Kilclogher -	-	-	-	-	1	12 17 -	-	-	-	-	-	-	-	-	-	-	1 12 1 -
From Limerick to Loophead	-	-	-	-	1	18 19 10	-	-	-	-	-	-	-	-	2	3 16 10	3 12 16 -
TOTAL - - -	147	325 4 2	5	10 10 -	32	303 12 4	5	45 - -	1	2 11 -	-	-	3	21 7 -	10	98 3 8	205 806 5 -

*Note.*—The fixed stations down the river are Grass Island and Scattery Island. Vessels coming up exchange pilots at Grass Island, but going down they do not change until they reach Scattery. Beyond Scattery are called distances.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage	- 1,025 9 1	By amount paid in respect of pilots	- -	1,379 10 3
	Outward pilotage	- 806 8 2	By amount paid in respect of pilot boats		109 10 3
			By other expenses of pilotage authority:		
			Grass Island station	- - -	122 14 -
			Pilots' costs and expenses to and from stations, and incidental charges	- -	220 2 9
		£. 1,831 17 3			£. 1,831 17 3

23 March 1900.

John Boyd, Secretary.

PORT OF LONDONDERRY.

*Pilotage* is Compulsory, except in the case of vessels under 75 tons register in ballast and colliers outward in ballast.

*Limits of District.*—See p. 215 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 215 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.
Hugh Richardson - - - -	31	To pilot vessels of any draft of water.
Daniel Gillespie - - - -	32	
Hugh M'Laughlin - - - -	32	
William Francis Gillespie - -	30	
William Bradley - - - -	79	
John Gillespie - - - -	30	
Joseph Mitchell - - - -	64	
John Smith - - - -	65	
Michael Loughrey - - - -	53	
Con O'Donnell - - - -	59	
Charles M'Carron - - - -	47	
Thomas Faulkner - - - -	48	
Charles M'Cann - - - -	43	To pilot vessels drawing 18 feet.
Daniel M'Devitte - - - -	55	
Francis Gillespie - - - -	66	

RATES of PILOTAGE.

See p. 216 of Parl. Paper, No. 154 of 1889.

## PORT OF LONDONDERRY—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to London- derry.	239	141 1 4	39	47 17 10	29	131 17 -	3	7 8 6	-	- - -	1	14 -	3	11 2 10	15	41 13 4	329	681 14 2
From Sea to Moville	132	285 10 5	-	- - -	73	201 9 5	-	- - -	-	- - -	-	- - -	1	- 18 4	-	- - -	196	487 15 2
TOTAL - - -	361	726 11 9	39	47 17 10	102	333 6 5	3	7 8 6	-	- - -	1	- 14 -	4	12 1 2	15	41 13 4	525	1,169 13 -

## (2.)—OUTWARDS.

From Londonderry to Sea.	165	190 12 5	10	8 18 2	-	- - -	2	3 12 5	3	4 3 -	4	7 10 -	-	- - -	12	23 1 -	196	237 6 2
From Moville to Sea	12	9 5 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	12	9 5 -
TOTAL - - -	177	199 17 5	10	8 18 2	-	- - -	2	3 12 5	3	4 3 -	4	7 10 -	-	- - -	12	23 1 2	208	246 11 2

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage - - -	1,169 13 -	By balance from last year. - - -	239 17 11
{ Outward pilotage - - -	246 11 2	By amount paid in respect of pilots - - -	1,187 14 7
To amount of fees received from applicants for renewals of pilots' licences (14) - - -	1 15 -	By amount paid in respect of pilot boats, rent, maintenance, allowances, fuel, oil, &c. - - -	29 14 4
To amount of fees received from applicants for masters and mates' certificates (3) - - -	3 - -	By amount paid as contributions to pilots' pension or superannuation fund - - -	117 - 9
To amount of fees received from applicants for renewals of masters and mates' certificates (51) - - -	51 - -	By amount paid in respect of pilots' licences and pilotage certificates - - -	52 19 3
To amount received for rent of watchhouse -	1 10 -	By other expenses of pilotage authority :	
To amount received for examination fees -	6 6 -	Uniform clothing - - -	76 - -
To balance carried to next account - -	423 1 7	Pilotage refunded - - -	10 15 4
		Improvement of watchhouse - - -	8 15 1
		By amount paid for commission on collection - - -	73 13 6
		By amount paid for examiners or examinations - - -	6 6 -
		By amount paid for pilot master - - -	100 - -
£.	1,902 16 9	£.	1,902 16 9

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	1,000 - -	By amount paid for pensions or superannuations to pilots (7) - - -	205 - -
To amount received as contribution to superannuation and pension fund :		By balance carried to next account - -	1,000 - -
From pilotage fund - - -	117 - 9		
From pilotage fund for pilots' licences and pilotage certificates - - -	52 19 3		
From interest - - -	35 - -		
£.	1,205 - -	£.	1,205 - -

9 February 1900.

James Dawson, Secretary.

PORT OF NEWRY.

*Pilotage is Free. Limits of District.—See p. 217 of Parl. Paper, No. 154 of 1889.*

BYE-LAWS, &c.

*See p. 217 of Parl. Paper, No. 154 of 1889.*

NAMES of PILOTS.

NAMES.		Ages.	NAMES.		Ages.	NAMES.		Ages.
John M'Ateer	- -	58	John Morton	- -	46	James Irwin	- -	55
Alexander Irwin	- -	61	J. H. Toombs	- -	45	Patrick O'Neill	- -	57
Ross Parks	- -	56	Alexander Parks	- -	53	James Anderson	- -	45
Charles Bailey	- -	68						

RATES of PILOTAGE.

*See p. 105 of Parl. Paper, No. 275 of 1895.*

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Warrenpoint Roads to Newry	202	£. s. d. 89 9 10	-	£. s. d. - - -	2	£. s. d. 1 18 8	4	£. s. d. 3 7 4	-	£. s. d. - - -	208	£. s. d. 94 15 10

(2.)—OUTWARDS.

From Newry to Warrenpoint Roads	202	44 14 11	-	-	2	- 19 4	4	1 13 8	-	-	208	47 7 11
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage	- 94 15 10	By amount paid in respect of pilots	-	142 3 9
	Outward pilotage	47 7 11			
	£.	142 3 9		£.	142 3 9

26 January 1900.

George R. Armstrong, Secretary.

## PORT OF SLIGO.

*Pilotage is Compulsory Inwards, but not Outwards. Limits of District.—See Bye-law 2, p. 120 of Parl. Paper, No. 263 of 1863.*

## BYE-LAWS, REGULATIONS, and RATES, &amp;c.

*See p. 120 of Parl. Paper, No. 263 of 1893, and p. 106 of Parl. Paper, No. 275 of 1895.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Andrew Kilgallen, sen. -	72	Andrew Kilgallen, jun. -	50	Bungar and Sligo Quay.
William Gillen -	62	Patrick M'Gowan -	50	
James M'Gowan -	52	Michael Gillen -	50	
John Bruen, jun. -	56	Andrew Kilgallen -	53	
John Conway -	56	Patrick Bruen -	44	
Bartly Harte -	73	James Conway -	59	Wheat Rock and Bungar.
Michael M'Loughlin -	61	Michael Heraghty -	44	
John Heraghty -	59			
Joseph M'Gowan -	46	James Bruen -	22	
Francis Feeny -	37	John Kilgallen -	20	
Francis Kilgallen -	40	Patrick M'Gowan -	19	
Owen Gillen -	42	John M'Gowan -	16	
William Bruen -	46	James Kilgallen -	17	
Francis Devaney -	27	Patrick Bruen -	17	
Redmond Bruen -	—	Joseph Heraghty -	41	
Joseph Kilgallen -	26	Francis Heraghty -	20	
Michael J. Gillen -	25			

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Wheat Bungar to Bungar, Sligo.	331	£. s. d. 352 10 11	5	£. s. d. 6 9 5	2	£. s. d. 4 10 -	14	£. s. d. 38 17 6	-	£. s. d. -	1	£. s. d. 1 16 3	3	£. s. d. 7 10 6	356	£. s. d. 411 14 7	

## (2.)—OUTWARDS.

From Sligo Quay to Bungar	98	£. s. d. 111 10 9	-	£. s. d. -	6	£. s. d. 9 3 9	9	£. s. d. 11 9 9	-	£. s. d. -	1	£. s. d. - 19 -	4	£. s. d. 4 2 -	118	£. s. d. 137 5 3
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## INWARDS.

Vessels changing at Bungar.	Number of Vessels.	AMOUNT.		
		For Pilotage below Bungar.	For Pilotage above Bungar.	Total.
Amount paid by such vessels piloted into the port of Sligo as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same.	118	£. s. d. 119 1 8	£. s. d. 110 12 10	£. s. d. 229 14 6
N.B.—Change of pilots takes place at Bungar.				

No change of pilot outwards.

PORT OF SLIGO— *continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	55 18 5	By amount paid in respect of pilots -	580 0 4
To gross amount { Inward pilotage received for { Outward pilotage	411 11 7 137 5 3	By amount paid in respect of pilot boats	3 - -
To amount of fees received from ap- plicants for renewals of pilots' licences (15) - - - - -	- 15 -	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	55 5 -
To amount received from applicants for masters and mates' certificates (3) -	6 - -	By other expenses of pilotage authority :	
To amount of fees received from appli- for renewals of masters and mates' certificates (12) - - - - -	11 5 -	Gratuity to widow of pilot - -	10 - -
To amount received for fines and forfeitures - - - - -	2 19 9	Gratuity to apprentice pilots -	8 - -
To amount received from other sources :		Rents, &c. - - - - -	3 - -
Contributed by pilots towards pension fund :		Pilot caps, flags, repairs of watch- house &c. - - - - -	8 3 2
Sea pilots - - - - -	5 - -	By amount paid for examiners or examinations - - - - -	6 - -
River pilots - - - - -	39 - -	By amount paid for two pilot masters -	72 - -
Contributed by Harbour Com- missioners towards sea pilotage -	25 - -	By balance carried to next account -	59 16 6
Contributed by Harbour Com- missioners towards general ex- penses - - - - -	110 13 -		
£.	805 11 -	£.	805 11 -

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION OF  
SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	5 - -	By amount paid for pensions or super- annuations to pilots (3) - - -	37 6 3
To amount received as contribution to superannuation and pension fund from pilots - - - - -	44 - -	By amount paid for pensions or super- annuations to widows (3) - -	15 - -
To amount received from other sources	11 5 -	By balance carried to next account -	7 18 9
£.	60 5 -	£.	60 5 -

13 February 1900.

Thomas J. Mercer, Secretary.

PORT OF WESTPORT.

*Pilotage is Compulsory. Limits of District.—See p. 226 of Parl. Paper, No. 154 of 1889.*

BYE-LAWS, &c.  
*See p. 226 of Parl. Paper, No. 154 of 1889.*

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Gibbons - - -	61	Patrick Kelly - - -	61	William Gibbons - - -	28
Thomas Gibbons - - -	59	Thomas Kelly - - -	43	Patrick Hopkins, jun. -	29
Thomas John Gibbons -	64	Patrick Hopkins, sen. -	70		

PORT OF WESTPORT—*continued.*

## RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From one mile outside Innisgort Light to any place within the Harbour limits	133	£. s. d. 151 13 9	2	£. s. d. 14 8 -	-	£. s. d. - - -	1	£. s. d. 6 12 9	136	£. s. d. 172 14 6

## (2.)—OUTWARDS.

From any place within the Harbour limits to outside Innisgort Light.	133	151 13 9	2	14 8 -	-	- - -	1	6 12 9	136	172 14 6
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.	£. s. d.
To gross amount received for -	Inward pilotage -	172 14 6	By amount paid in respect of pilots -	307 19 6
	Outward pilotage -	172 14 6	By amount paid in respect of pilot boats	20 - -
			By amount paid in respect of maintenance, collecting, repairs to boat, &c. - -	17 9 6
		£. 345 9 -		£. 345 9 -

9 January 1900.

Joseph M. McBride, Secretary.

## PORT OF WEXFORD.

Pilotage is Compulsory. Limits of District.—See p. 227 of Parl. Paper, No. 154 of 1889.

## BYE-LAWS, &amp;c.

See p. 228 of Parl. Paper, No. 154 of 1889.

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Richard Smith* - -	29	William Dunn - -	37	Licensed to pilot within the limits of Wexford pilotage district.
Martin Furlong - -	62	Patrick Marlow - -	33	
Laurence Neil - -	58	Thomas Blake - -	33	
Laurence Duggan - -	53	T. Blake - - -	32	
Walter Breen - -	51	Peter Furlong - -	36	
Evans Byrne - -	44	Nicholas Saunders, sen.	76	
William Blake - -	39	Michael Blake - -	62	
Nicholas Saunders, jun.	37	Moses Murphy - -	63	

\* Pilot master

PORT OF WEXFORD—*continued.*NAMES of PILOTS—*continued.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Patrick Roche - -	63	Laurence Buttler - -	74	To pilot only within the limits of Wexford Harbour, viz., inside the line drawn from the Raven point to the point of Fort.
Robert Breen - -	67	Nicholas Doyle - -	72	
Thomas Kane - -	75	Nathaniel Rowe - -	76	

## RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Net Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Bay to Quay - - - -	150	£. s. d. 290 1 2	488	£. s. d. 703 2 6	2	£. s. d. 4 5 3	-	£. s. d. -	640	£. s. d. 927 8 11

## (2.)—OUTWARDS.

From Quay to Bay - - - -	142	£. s. d. 86 9 2	496	£. s. d. 120 16 -	2	£. s. d. 2 5 2	-	£. s. d. -	640	£. s. d. 209 10 4
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## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,775 2 4	By amount paid in respect of pilots - -	823 13 9
		By amount paid in respect of pilot boats -	41 15 8
To gross amount received for { Inward pilotage - -	927 8 11	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - -	47 10 -
{ Outward pilotage - -	209 10 4	By amount paid for stores - - - -	25 11 2
		By amount paid for rent - - - -	- 10 -
		By amount paid in respect of tugs service -	24 - -
		By amount paid for clerk - - - -	28 8 5
		By balance carried to next account - -	1,920 12 7
	£. 2,912 1 7		£. 2,912 1 7

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - - -	47 10 -	By amount paid for pensions or superannuations to pilots' widows - - -	47 10 -

22 February 1900.

John F. Walsh, Secretary.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of the Act

## R E C E I P T.

	£.	s.	d.	£.	s.	d.
<b>Fees under the Act:</b>						
On pilots' licences issued - - - - -	28	7	-			
On grant of additional qualifications - - - - -	8	8	-			
On pilots' licences renewed (annual dues) - - - - -	1,082	15	-			
On certificates issued to masters and mates - - - - -	300	2	8			
On certificates renewed to masters and mates - - - - -	1,030	16	-			
				2,450	8	8
<b>Contributions:</b>						
Poundage on pilots' earnings in London and at the Outports - - -	-	-	-	3,946	2	9
<b>Dividends:</b>						
One year's dividend on £.10,000 Manchester 3 per Cent. Corporation	300	-	-			
Ditto - - - 10,000 Wigan 3 per Cent. Corporation -	290	-	-			
Ditto - - - 10,000 Bradford 3 per Cent. Corporation -	290	-	-			
Ditto - - - 3,450 13s. 6d. India 3 per Cent. - -	103	10	4			
Ditto - - - 5,000 London and North Western Railway 4 per Cent.	193	6	8			
Ditto - - - 9,400 Great Northern Railway 3 per Cent.	272	12	-			
Ditto - - - 11,280 Midland Railway 3 per Cent. -	272	12	-			
Ditto - - - 3,600 Caledonian Railway 4 per Cent. -	139	4	-			
Ditto - - - 6,255 London and South Western Railway 3 per Cent.	181	7	10			
Ditto - - - 9,600 North Eastern Railway 3 per Cent.	278	8	-			
Ditto - - - 5,900 Great Western Railway 5 per Cent. -	285	3	4			
Returned income tax on dividends - - - - -	75	19	2			
				2,682	3	4
<b>Miscellaneous:</b>						
Amount received on account of residue unclaimed arising out of the collection and payment of foreign pilotage in the Port of London, under section 628 of the Merchant Shipping Act, 1894 - - -	300	-	-			
Amount of choice letter fees unclaimed or forfeited - - - - -	174	10	-			
Amount of fines and penalties - - - - -	11	10	6			
				486	-	6
<b>Death Money:</b>						
Amount received from 5 Cinque Ports pilots now surviving of the 143 who compounded in 1854, contributing 6l. per annum each, and claiming 143l. on decease - - -				30	3	4
				9,594	18	7
Balance to next account - - - - -				529	19	6
<b>TOTAL</b> - - - £.				10,124	18	1

Trinity House, London, }  
July 1900. }

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the Trinity House, in respect of PILOTS or PILOTAGE, for the Year ended 31st December 1899

57 &amp; 58 Vict. c. 60.)

## EXPENDITURE.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Balance from 1898 - -	-	-	-	-	-	-	42	2	-
Expenses of carrying the Act into execution (section 631):									
Salaries to Officers in London:									
Principal - - - - -	750	-	-						
First clerk - - - - -	480	-	-						
Second clerk - - - - -	320	-	-						
Extra clerk - - - - -	156	-	-						
	1,706	-	-						
Less, charged on Cutter Fund - - -	200	-	-						
Salaries to Local Officers:				1,506	-	-			
Ruler, Gravesend (including office rent) - -	287	-	-						
Ruler, Dover (including travelling allowance) -	290	-	-						
Clerk, Dover - - - - -	78	-	-						
				655	-	-			
Stationery, stamps, fees on election of pilots' representatives, printing and incidental expenses -	-	-	-	343	1	9			
Pilot offices at Deal and Dover - - - - -	-	-	-	188	18	2			
Commission on payment of pensions at Outports -	-	-	-	42	18	6			
Superannuations:									
Retired chief clerk - - - - -	260	-	-						
Retired ruler, Gravesend - - - - -	72	16	8						
Retired clerk, Dover - - - - -	39	13	4						
				372	10	-			
Pensions and Allowances:							3,103	8	5
Paid to Superannuated Pilots, their Widows and Orphans, viz.:									
54 men at 1 <i>l.</i> per annum per year of service - - -				5,320	18	-			
89 men at rates varying from 8 <i>l.</i> to 16 <i>l.</i> per annum - - -									
282 widows at half rates of deceased husbands - - -									
96 children at the rate of 2 <i>s.</i> per month each - - -									
Occasional relief - - - - -							9	-	-
Paid to Superannuated Cinque Ports Pilots licensed before 1854, and their Representatives, viz.:									
6 men at the rate of 50 <i>l.</i> per annum - - - - -				597	9	9			
20 women at the rate of 12 <i>l.</i> 12 <i>s.</i> per annum - - -									
Pensions to six pilots and widows of pilots occupying the almshouses at Mile End - - - - -				263	8	9			
Repair and maintenance of houses - - - - -				68	15	8			
Drainage works at the Almshouses carried out by order of the Charity Commissioners - - - - -				433	15	11			
							6,693	7	8
Death Money:									
Payment to appointees of 2 Cinque Ports pilots licensed before 1854, and deceased during the year - - - - -							286	-	-
TOTAL - - - £.							10,124	18	1

Chas. A. Kent, Secretary.  
D. Keigwin, Principal Clerk.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ACCOUNT of RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Gravesend* by the Channel Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1894, for the Year ending 31st December 1899.

RECEIPT.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
Balance from last year's account	-	-	Amounts advanced on indents of the managing committee of the Channel pilots' cutter, for wages, coals, &c., and for rent and expenses of watch-room	810	-
Amount of contributions at 6d. in the £.	-	-	Balance carried to next year's account	785	7 6
Dividends on Capital as a Reserve Fund:					
£. 1,956. 7. 4. India 3 per Cent. Stock	-	-			
3,000 Croydon Corporation 3 per Cent. Stock	-	-			
	143	14 8			
£.	1,595	7 6	£.	1,595	7 6

*Note.*—This fund is not directly administered by the Trinity House; the poundage is collected by them, and the committee of pilots apply for money as required.

Trinity House, London,  
July 1900.

Chas. A. Kent, Secretary.  
D. Keigwin, Principal Clerk.

ACCOUNT of RECEIPTS and PAYMENTS on account of PILOTAGE RATES on Foreign Vessels collected, and paid to London and Cinque Ports Pilots, in accordance with the Provisions of the Merchant Shipping Act, 1894, Section 628, for the Year ending 31st December 1899.

RECEIPTS.			PAYMENTS.		
	£.	s. d.		£.	s. d.
Balance from last year's account	656	5 4	Amount paid to pilots	27,010	7 10
Amount received through the Collector of Customs, London	27,852	19 5	Amount returned to agents for vessels employing steam	796	2 11
£.	28,509	4 9	Amount transferred to pilots' fund for differences unclaimed (Merchant Shipping Act, 1894, section 628)	300	-
			Balance carried to next year's account	402	14 -
			£.	28,509	4 9

*Note.*—As explained in previous years, this collection forms part only of the amount shown in the returns of pilotage rates for the Port of London, those for British vessels being collected by the pilots themselves.

Trinity House, London,  
July 1900.

Chas. A. Kent, Secretary.  
D. Keigwin, Principal Clerk.

ACCOUNT of the FUND for the renewal of, and the execution of, special Repairs to the STEAM PILOT VESSELS and SAILING KETCHES maintained at *Dover*, in the Year ending 31st December 1899.

RECEIPT.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
Balance from last year's account	-	-	Balance (invested):		
Dividends:			£. 2,000 Cardiff Corporation 3 per Cent. Stock	2,116	7 -
One year's dividend on £. 2,667 London and North Western Railway 3 per Cent. Stock	77	6 10	£. 600 Wolverhampton Corporation 3 per Cent. Stock	655	12 -
Ditto on £. 4,800 India 3 per Cent. Stock	139	4 -	£. 400 Stafford Corporation 3 per Cent. Stock	495	1 -
Ditto on £. 8,500 Metropolitan 3 per Cent. Stock	246	10 -	£. 750 London County Council 2½ per Cent. Stock	749	2 3
*Ditto on £. 2,000 Cardiff Corporation 3 per Cent. Stock	58	-		3,956	2 3
*Ditto on £. 600 Wolverhampton Corporation 3 per Cent. Stock	17	8 -	Less, cash overdrawn	23	6 1
*Ditto on £. 400 Stafford Corporation 3 per Cent. Stock	11	12 -			
Ditto on £. 6,500 Croydon Corporation 3 per Cent. Stock	188	10 -			
Ditto on £. 3,000 West Bromwich Corporation 3 per Cent. Stock; 1 year on £. 1,000, ½ year; on £. 2,000	58	-			
*Ditto on £. 750 London County Council 2½ per Cent. Stock	18	2 8			
Ditto on £. 1,070 Birmingham Corporation 2½ per Cent. Stock	25	17 2			
		838 10 8			
£.	3,932	16 2			
			£.	3,932	16 2

\* These amounts are separately invested as a renewal fund, as mentioned on the other side.

Trinity House, London,  
July 1900.

Chas. A. Kent, Secretary.  
D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Dover* by the Corporation of Trinity House, in accordance with the Provisions of the Merchant Shipping Act, 1894, Sections 582 and 623, for the Year ending 31st December 1899.

RECEIPT.				EXPENDITURE.			
	£.	s.	d.		£.	s.	d.
Balance from last year's account -	-	-	5,538 12 1	Salaries and Allowances :			
Shipping Money :				Contribution to pilots' fund towards salaries and office expenses - - - -	200	-	-
Amount received according to table - - - -	-	-	6,044 5 -	Clerk and storekeeper at Dover	52	-	-
Miscellaneous Receipts :				Surveyor of shipping - -	20	-	-
Proceeds of the sale of old stores	3	8	-	Superintendent for inspecting duties when afloat - -	18	-	-
Contributions of pilots towards mess expenses - - -	444	13	6				290 - -
			448 1 6	Rent :			
				Storehouse at Dover - -	-	-	22 - -
				Incidental :			
				Stationery, printing, &c. - -	57	9	10
				Insurance of store - - -	2	10	-
							59 19 10
				Wages and victualling of crews, repair and maintenance of cutters and steam vessels, and victualling of cruising pilots on board the several vessels :			
				" Vigilant " - - - -	430	15	6
				" Wellington " - - - -	248	6	9
				Ss. " Pioneer " - - - -	4,462	7	11
				Ss. " Guide " - - - -			
							5,136 10 2
				Superannuations :			
				Retired storekeeper - - -	62	-	-
				" masters of ketches - -	35	19	4
				Two widows of masters of ketches - - - -	19	15	-
							117 14 4
							5,626 4 4
				Investment :			
				Paid for the purchase of £. 2,000 West Bromwich Corporation 3 per Cent. Stock - -			2,090 1 -
							7,716 5 4
				Balance to next year's account - - - -			4,814 13 3
£.			12,030 18 7		£		12,030 18 7

Trinity House, London, }  
July 1900.

Chas. A. Kent, Secretary.  
D. Keigwin, Principal Clerk.

ACCOUNT of RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Gravesend* by the River Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1894, for the Year ending 31st December 1899.

RECEIPT.				EXPENDITURE.			
	£.	s.	d.		£.	s.	d.
Balance from last year's account :				Amounts advanced on indents of the managing committee of the river pilots' cutter for wages, coals, &c., and for rent and expenses of watch-room - - - -			680 8 -
Invested - - - -	1,698	6	3	Balance to next year's account :			
Cash - - - -	90	10	2				
			1,788 16 5	Invested - - - -	1,698	6	3
Amount of contributions at 6d. in the £. - -			823 - 6	Cash - - - -	281	19	8
Dividends on Capital as a Reserve Fund :							1,980 5 11
£. 684. 15. 9. India 3 per Cent. Stock - -			48 17 -		£.		
1,000 Croydon Corporation 3 per Cent. Stock - -							2,660 13 11
			£. 2,660 13 11		£.		

Note.—This fund is not directly administered by the Trinity House; the poundage is collected by them, and the committee of pilots apply for money as required.

Trinity House, London, }  
July 1900.

Chas. A. Kent, Secretary.  
D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## TRINITY HOUSE, LONDON.—PILOTAGE RATES.

THE Common Purse of the Inward Pilots of the Port of London, as respects Pilotage earned between *Dungeness* and *Gravesend*, in the Year ending 31st December 1899.

R E C E I P T.			E X P E N D I T U R E.		
	£.	s. d.		£.	s. d.
Balance from last year's account - - -	811	13 2	Remitted and paid to pilots in equal shares per turn carried - - -	3,718	1 8
Contributions : Being the amount paid in by each pilot, after retaining 12½ per turn - - -	3,832	4 1	Balance in hand for January settlement -	925	15 7
£.	4,643	17 3	£.	4,643	17 3

*Note.*—These sums, with those of the pilotage for foreign vessels, form part of the pilotage rates of the Port of London included in the general return.

Trinity House, London, }  
July 1900.

*Chas. A. Kent*, Secretary.  
*D. Keigwin*, Principal Clerk.

## TRINITY HOUSE, LONDON.—THAMES NORTH CHANNEL PILOTS

ACCOUNT of LANDING MONEY received on behalf of the CUTTERS cruising at the *Sunk*, in the Year ending 31st December 1899.

R E C E I P T.			E X P E N D I T U R E.		
	£.	s. d.		£.	s. d.
Balance from last year's account - - -	152	6 6	Amount paid over to North Channel pilots at intervals of eight weeks - - -	897	- -
Amount collected at the Trinity House - -	836	- -	Amount paid for stationery - - -	3	- 6
£.	988	6 6	Balance carried to next account - - -	88	6 -
			£.	988	6 6

Trinity House, London, }  
July 1900.

*Chas. A. Kent*, Secretary.  
*D. Keigwin*, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## LONDON DISTRICT AND TRINITY HOUSE OUTPORT DISTRICTS.

## RULES and REGULATIONS.

See p. 232 of Parl. Paper, No. 154 of 1889.

## NAMES of PILOTS.

*London Channel Pilots (Gravesend to Dungeness and Orfordness).*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, F. E. T. -	43	Davis, H. -	39	Kennedy, T. J. -	52	Rhodes, T. -	54
Barton, W. R. -	63	Edgley, J. -	66	Larkins, W. H. -	43	Sandford, G. -	54
Belbin, C. -	55	Ellison, Jno. -	58	Letten, J. R. H. -	57	Sandford, T. G. -	57
Brady, J. -	55	Fisher, A. R. -	66	Lygo, T. H. -	46	Scott, C. -	51
Brown, S. H. -	59	Fisher, E. P. -	58	Martin, B. -	61	Scott, J. G. -	48
Browne, J. G. -	30	Forss, H. -	63	Mulley, D. T. -	49	Scouler, H. E. J. -	57
Brufton, F. W. -	46	Geach, W. A. -	65	Mulley, Wm. -	59	Smith, A. -	63
Busby, J. L. -	63	Gillard, S. -	66	Newman, G. F. -	59	Smith, G. J. -	52
Chapman, H. P. -	48	Gillett, J. A. -	47	Orrick, R. -	60	Smith, J. A. -	38
Cole, D. -	49	Grant, G. -	50	Pascoe, S. D. -	54	Spiers, A. -	48
Cole, J. E. -	57	Gray, Joseph -	72	Penney, S. -	53	Stanley, Thos. -	69
Comben, W. C. -	49	Hogg, T. T. -	59	Pentin, P. J. -	55	Whittaker, T. H. -	59
Couves, A. J. -	55	Hubbard, S. H. -	55	Pettman, G. A. -	56	Willmott, J. -	51
Couves, W. C. -	66	Humphreys, G. D. -	56	Posgate, G. E. -	53	Wyatt, J. H. -	42
Daff, T. A. -	48	Humphreys, J. J. -	54	Posgate, J. T. -	61	Youngman, F. B. -	50
Daines, R. B. -	52	Jackson, W. C. -	48	Posgate, R. B. -	53	Youngs, G. W. -	56

*London River Pilots (London Bridge to Gravesend, and vice versâ).*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, W. T. -	35	Fothergill, J. H. (No. 2.)	31	Luck, E. J. -	45	Rogers, W. B. -	34
Andrews, Hy. -	36	Gee, R. -	30	Markham, G. -	32	Sandford, A. L. -	37
Baldwin, W. -	40	Giles, W. H. -	56	Mee, W. C. -	41	Sandford, W. H. -	55
Bates, A. H. -	38	Goodhew, J. A. H. -	38	Mitchell, J. J. A. -	43	Savage, W. J. -	56
Beard, W. G. -	53	Green, A. -	53	Oates, F. M. -	32	Silvester, G. -	38
Bennett, G. A. -	31	Groves, G. H. -	43	Oates, J. J. -	55	Spiers, G. -	56
Bray, P. -	34	Gunn, J. -	55	Pattison, A. -	37	Spiers, J. -	61
Chaney, G. W. -	42	Harvey, H. A. -	31	Payne, G. F. -	60	Spiers, S. -	44
Clements, J. H. -	36	Henderson, J. H. -	52	Payne, W. F. -	54	Stanley, G. R. -	55
Couves, A. F. -	43	Hocken, E. -	42	Peirce, W. J. -	60	Tansley, G. -	58
Dean, G. W. -	26	Holland, A. H. -	30	Pentin, J. D. -	50	Walden, W. H. -	33
Denton, E. J. -	56	Holland, R. H. -	56	Pritchard, Jos. -	34	Walker, G. -	40
Doust, E. -	58	Hollington, T. R. J. -	27	Purves, Geo. -	41	Walker, J. C. -	44
Doust, G. -	54	Letten, C. J. -	35	Rae, H. E. -	59	Waterson, E. H. -	60
Doust, Jos. -	43	Letten, R. W. -	43	Read, Alfred -	56	Webber, F. J. -	28
Edgley, G. -	39	Liley, E. R. -	38	Read, Arthur -	67	West, R. -	53
Foster, J. T. -	41	Liley, R. W. -	38	Reader, James -	56	White, James -	34
Fothergill, J. H. -	62			Richards, T. W. -	33	Williams, H. -	29

*Pilots for Home Trade Steam Passenger Ships (London Bridge to Gravesend, and vice versâ).*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, E. J. -	67	Cavell, Hy. -	42	Jones, S. -	58	Prior, J. W. -	41
Allen, E. J., jun. -	36	Cavell, Jno. -	47	Liley, E. -	49	Smith, G. -	52
Bigg, J. E. -	53	Gardner, G. W. -	52	Moore, J. P. -	58	Sparrow, J. J. -	50
Bigg, Thos. -	50	Goodall, Hy. -	45	Moore, J. W. -	40	Tracey, Wm. -	44
Bishop, W. -	66	Holland, J. R. -	43	Pattison, F. T. T. -	42	Webber, W. C. -	60

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*NAMES of PILOTS—*continued.**Pilots for Exempted Vessels only (London Bridge to Gravesend, and vice versa).*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, Jas. -	75	Hayward, W. J. -	58	Parkinson, W. G. -	43	Turner, H. E. -	34
Batch, G. -	56	Henderson, J. C. -	48	Pattison, G. A. -	49	Twist, J. P. -	51
Bowen, W. S. -	40	Holland, J. J. -	54	Pope, R. H. -	61	Voss, G. -	51
Braine, G. D. -	42	Jones, A. -	57	Predy, C. R. -	49	Walker, R. H. -	52
Braine, Jno. -	71	Jones, S. J. -	41	Predy, R. -	40	Waterson, C. A. -	39
Cavell, J. H. J. -	55	Jury, E. W. -	49	Raine, T. C. -	71	Waterson, F. J. -	48
Cavell, W. E. H. -	52	Jury, F. W. -	40	Raine, T. H. -	45	Watkins, C. R. T. -	51
Cock, E. J. -	58	Langman, T. -	52	Richbell, W. E. -	50	Watkins, J. J. -	48
Deal, R. -	64	Liley, J. R. -	71	Row, H. G. -	69	Watkins, R. -	70
Dean, G. A. -	54	Liley, J. R., jun. -	39	Row, H. R. -	47	Watkins, T. G. -	54
Doust, J. L. -	54	Lukes, J. -	56	Row, J. C. -	44	White, F. C. P. -	47
Drake, Hy. -	35	Matthews, C. -	42	Sinclair, Hy. -	47	White, W. -	57
Duffin, C. R. -	67	Matthews, W. -	37	Simmons, W. W. -	50	Williams, A. W. -	43
Elliott, J. T. -	66	Parkinson, C. -	48	Skelton, J. H. -	46	Williams, W. S. -	40
Funge, G. -	50	Parkinson, G. -	44	Smith, E. -	35	Wiseman, W. -	65
Funge, J. A. -	51	Parkinson, Hy. -	49	Smith, E. P. -	42	Wood, E. -	49
Galler, T. W. G. -	50	Parkinson, J. -	52	Smith, R. -	46	Young, W. J. -	61
Hall, C. R. -	57	Parkinson, J. T. -	46	Squire, T. -	65		
Harvey, A. W. -	58	Parkinson, R. J. -	53	Stafford, E. G. -	47		

*Cinque Ports Pilots (Dungeness to Gravesend).*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Adams, E. -	59	Dunn, W. L. -	52	Hood, W. R. -	59	Perkins, T. B. -	63
Allen, W. E. -	53	Eastman, W. J. -	55	Howgego, Jno. -	60	Peverley, W. C. -	50
Arnold, J. F. -	51	Evans, W. T. -	33	Howgego, C. G. -	29	Pont, H. -	52
Arnold, S. C. F. -	34	Fenn, E. G. -	38	Hughes, J. F. H. -	52	Ralph, W. -	58
Baxter, Jno. -	53	Finnis, G. W. -	54	Jago, W. E. -	37	Ransom, A. G. -	30
Beer, B. M. -	65	Finnis, J. S. -	71	Lacey, W. H. -	29	Ransom, W. -	73
Belchamber, S. -	63	Finnis, W. J. -	68	Laming, S. G. -	66	Reynolds, J. -	67
Blaxland, T. -	59	Finnis, P. R. W. -	29	Mackie, J. B. -	62	Rigden, D. T. -	52
Blaxland, W. T. -	65	Foster, B. F. -	33	Mackie, J. S. -	67	Rigden, E. -	57
Bowles, A. J. -	47	Foster, Hy. -	73	Magub, Hy. -	29	Robey, G. T. -	32
Burden, E. W. -	58	Gann, W. W. -	34	Malley, M. J. -	29	Rogers, L. W. -	48
Burden, J. -	70	Gibbons, M. J. -	60	Marsh, H. F. -	65	Rogers, T. H. -	66
Bussey, G. J. -	63	Godden, T. G. -	68	Martin, J. S. -	28	Spouse, W. -	76
Bussey, W. T. -	29	Greenhalgh, W. H. -	32	Millen, H. E. -	71	Walker, G. H. -	48
Camburn, T. C. -	53	Groves, F. C. -	33	Moon, W. -	64	Walker, J. M. -	59
Carlton, H. -	35	Harrison, G. -	56	Mundy, E. -	55	Waters, W. R. -	29
Carlton, O. W. -	30	Harrison, S. K. -	51	Newing, E. -	48	Wilbraham, W. G. -	36
Chapman, E. -	30	Harrison, W. C. -	65	Ougham, G. -	53	Wrake, G. H. -	53
Cotton, J. -	52	Hart, W. -	49	Ovenden, G. T. -	72		
Denne, T. W. -	64	Hawksfield, T. B. -	56	Paton, W. H. -	48		

*North Channel Pilots (Orfordness to Gravesend).*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
<i>Aldeburgh.</i>		<i>Southwold.</i>		<i>Lowestoft.</i>		<i>Yarmouth.</i>	
Almond, J. W. -	60	Brown, A. J. -	46	Chandler, A. W. -	47	Archer, H. G. -	61
Barber, J. S. -	49	Olaxton, R. -	60	Cook, F. -	58	Beddingfield, R. M. -	52
Bell, J. W. -	51	Collis, C. -	53	Elven, J. J. -	55	Carter, H. D. -	66
Clothier, W. R. -	39	Ecclestone, Jas. -	52	Munnings, Jno. -	65	Fisher, A. R. -	59
Flick, F. W. -	53	Elmy, Geo. -	62	Osborn, F. S. -	51	Fisher, E. G. -	56
Kemp, R. F. -	34	Griffiths, W. T. -	53	Tansley, F. J. -	55	Fozzard, J. -	65
Sawyer, E. -	59	Herrington, J. -	51	Titmouth, W. G. -	59	Green, J. -	48
Smith, F. W. -	28	Tansley, Jas. -	44			Kemp, J. -	48
Springett, C. -	57					Rodgers, J. G. -	63
Sutton, W. W. -	41					Ward, A. J. -	53
Thorpe, G. E. -	48					Wayther, W. E. -	63
						Whitnal, S. T. -	53

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*NAMES of PILOTS—*continued.**Colchester Pilots.*

NAME.	Age.	NAME.	Age.
Bates, J. C. - - - -	57	Salmon, F. B. - - - -	47

*Maldon Pilots.*

NAME.	Age.	NAME.	Age.	NAME.	Age.
Stebbins, J. -	64	Chaney, C. - -	57	Austin, F. - -	33

*Rochester Pilots for Compulsory Vessels.*

NAME.	Age.	NAME.	Age.	NAME.	Age.
Barber, E. - -	67	Beck, C. H. - -	41	Clark, E. J. - -	60

*Rochester Pilots for Exempted Vessels.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Kingsnorth, W. Jno.	68	Parrott, J. J. -	62	Wigley, J. R. -	56	Wood, W. J. -	63
Kingsnorth, W. Jas., jun.	40	Wigley, G. W. -	33				

*Stationed at Harwich.*

NAME.	Age.
Wilson, R. (licensed from Orfordness to Gravesend, and into and out of Harwich Harbour).	65

## SUMMARY OF THE LONDON DISTRICT PILOTS.

	Number.
Channel Pilots - - - - -	64
River Pilots - - - - -	71
River Pilots for Home Trade Steam Passenger Ships - - - -	20
River Pilots for Exempted Vessels only - - - - -	74
Cinque Ports Pilots - - - - -	78
North Channel Pilots - - - - -	38
	345
Colchester - - - - -	2
Maldon - - - - -	3
Rochester - - - - -	3
Rochester for Exempted Ships - - - - -	6
Harwich - - - - -	1
TOTAL LONDON DISTRICT - - -	360

## BATES of PILOTAGE (LONDON DISTRICT and OUTPORT DISTRICTS).

See p. 250 and subsequent pages in Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

AMOUNT received for PILOTAGE of VESSELS - - - - -

(1.)—INWARDS. - - - - -

DISTANCES for which PILOTED.			BRITISH VESSELS. - - - - -					
			COASTERS.				OVERSEA. -	
			Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
			No.	Amount.	No.	Amount.	No.	Amount.
				£. s. d.		£. s. d.		£. s. d.
From Dungeness to Gravesend - -			-	- - -	2	17 19 9	8	62 7 6
From Dover to Gravesend - -			-	- - -	1	5 5 9	-	- - -
From Downs, Orfordness, &c. to Gravesend.			-	- - -	1	5 - 6	2	18 1 6
From Lowestoft to Gravesend - -			-	- - -	-	- - -	-	- - -
From Southwold to Gravesend - -			-	- - -	-	- - -	-	- - -
From Sea to Nore - - - -			-	- - -	-	- - -	-	- - -
From Sea to Harwich - - - -			1	2 2 -	2	5 5 9	2	8 8 -
In and out of Dover, Ramsgate, &c. -			-	- - -	7	20 0 4	-	- - -
From Isle of Wight to Gravesend -			-	- - -	-	- - -	-	- - -
From Gravesend to London - -			-	- - -	3,433	4,284 16 5	1	1 19 5
From Gravesend to Blackwall - -			-	- - -	1,092	1,479 11 5	-	- - -
Transporting, &c. - - - -			2,261	4,262 4 11	-	- - -	-	- - -
Shipping Money for putting Pilots on board Vessels.								
—	Number of Vessels.	Amount.						
British Coast -	23	£. s. d. 49 7 -	} - - - - -					
British Oversea	2,460	5,496 - -						
Foreign Oversea	1,957	3,885 1 -						
TOTAL - -	4,440	9,430 8 -						
TOTAL - - -			-	4,264 6 11	-	5,818 8 11	-	90 16 5

(2.)—OUTWARDS. - - - - -

From Gravesend to Dungeness - -	-	- - -	-	- - -	-	- - -
From Gravesend to Dover - - -	-	- - -	-	- - -	-	- - -
From Gravesend to Downs, Orfordness, &c.	-	- - -	-	- - -	-	- - -
From Gravesend to Isle of Wight -	-	- - -	-	- - -	-	- - -
From Gravesend to Plymouth - -	-	- - -	-	- - -	-	- - -
From London to Gravesend - -	-	- - -	3,162	4,043 1 2	-	- - -
From Blackwall to Gravesend - -	-	- - -	939	1,275 19 3	-	- - -
From Harwich to Sea - - - -	-	- - -	14	25 4 -	2	5 10 3
TOTAL - - -	-	- - -	-	5,344 4 5	-	5 10 3

*Note.*—In this return the number of vessels (both inwards and outwards) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*Into and Out of the Port of *London*, in 1899.

## (1.)—INWARDS.

BRITISH VESSELS.			FOREIGN VESSELS.						TOTALS.		
OVERSEA.			OVERSEA.								
Towed by Steam.			Not Towed by Steam.			Towed by Steam.					
No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.	
	£.	s. d.		£.	s. d.		£.	s. d.		£.	s. d.
1,976	26,022	2 -	18	94	8 9	635	6,644	4 6	2,634	33,441	2 6
15	156	17 9	-	-	-	8	67	2 1	24	229	5 7
240	2,053	9 8	56	506	5 7	993	7,568	2 -	1,252	10,150	19 3
48	523	19 6	1	11	10 -	26	288	1 5	75	818	10 11
12	130	14 0	4	40	- 3	37	350	19 4	53	521	14 1
1	8	1 6	8	42	6 6	24	123	17 8	33	174	5 8
30	109	3 11	43	174	2 6	37	138	10 5	115	437	12 7
17	73	- 1	12	35	15 -	83	233	13 2	119	362	17 7
226	4,768	12 8	-	-	-	-	-	-	226	4,768	12 8
3,637	10,048	17 3	3	5	19 -	2,072	8,177	15 6	9,746	22,519	7 7
1,332	6,188	- 3	2	3	14 -	331	1,113	12 -	2,757	8,784	17 8
-	-	-	-	-	-	-	-	-	2,261	4,262	4 11
-	-	-	-	-	-	-	-	-	-	-	-
-	50,682	19 1	-	914	1 7	-	24,700	18 1	-	86,471	11 -

## (2.)—OUTWARDS.

67	1,052 1 -	-	- - -	4	46 10 -	71	1,098 11 -
1,182	13,695 7 1	1	0 2 -	328	3,034 3 10	1,511	10,758 12 1
911	7,062 16 0	14	92 19 -	892	5,413 8 0	1,817	12,569 4 -
192	4,841 2 2	-	- - -	3	74 9 3	185	4,915 11 5
2	50 7 6	-	- - -	-	- - -	2	50 7 6
2,783	6,123 6 5	1	2 8 -	2,193	4,670 6 -	8,134	14,339 1 7
1,377	5,033 18 3	1	1 14 -	424	1,075 10 8	2,741	8,287 2 2
11	20 5 3	4	9 19 0	8	15 16 -	39	76 15 -
-	88,779 4 2	-	116 2 6	-	14,350 4 3	-	58,595 5 7

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## OUTPORT DISTRICTS.

*General Remarks, &c.*—In the following classified returns of the amounts received for pilotage at the Trinity House outports the number of vessels has not, in all cases, been totalled, because in many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

## ABERDOVEY.

## NAMES of PILOTS.

Nicholas, J. - aged 63 | Morris, H. - aged 63 | Rowlands, H. - aged 45 | Williams, O. - aged 58

## RATES of PILOTAGE.

See p. 252 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Aberdovey	22	£. s. d. 11 11 6	31	£. s. d. 66 13 -	4	£. s. d. 7 8 -	3	£. s. d. 8 2 -	4	£. s. d. 18 - -	1	£. s. d. 5 5 -	65	£. s. d. 116 19 6

## (2.)—OUTWARDS.

From Aberdovey to Sea -	22	£. s. d. 15 5 -	30	£. s. d. 29 6 -	3	£. s. d. 1 6 6	2	£. s. d. 2 4 -	3	£. s. d. 2 18 -	2	£. s. d. 2 14 -	62	£. s. d. 53 9 6
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## BARROW.

## NAMES of PILOTS.

Charnley, H. - aged 39 | Charnley, W. K. - aged 33 | Raby, H. - aged 31 | Simpson, T. - aged 56  
 Charnley, E. A. - aged 29 | Crane, J. G. - aged 23 | Raby, W. A. - aged 29 | Wright, J. R. - aged 38  
 Charnley, Robert - aged 31 | Curwen, W. F. - aged 44

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Barrow	3	£. s. d. 4 5 6	34	£. s. d. 41 1 8	-	£. s. d. -	191	£. s. d. 1,219 8 -	2	£. s. d. 8 8 -	122	£. s. d. 765 8 5	352	£. s. d. 2,038 6 7
From Piel to Barrow	2	1 1 -	13	7 6 -	-	- - -	1	2 8 11	-	- - -	1	2 7 3	17	12 19 2
From Sea to Piel	2	1 5 6	5	3 2 4	-	- - -	3	3 7 3	-	- - -	1	- 10 6	11	8 5 6
TOTAL	7	6 12 -	52	51 10 -	-	- - -	195	1,224 14 1	2	8 8 -	124	768 6 2	380	2,069 10 3

## (2.)—OUTWARDS.

From Barrow to Sea -	1	£. s. d. 1 6 3	18	£. s. d. 16 7 1	-	£. s. d. -	178	£. s. d. 846 16 10	-	£. s. d. -	115	£. s. d. 496 7 10	312	£. s. d. 1,360 18 -
From Barrow to Piel -	-	£. s. d. -	90	£. s. d. 12 8 8	-	£. s. d. -	1	£. s. d. 1 9 9	-	£. s. d. -	3	£. s. d. 5 9 6	24	£. s. d. 19 7 11
From Piel to Sea -	2	£. s. d. 3 14 3	1	£. s. d. 3 7 3	-	£. s. d. -	3	£. s. d. 3 4 10	1	£. s. d. 1 7 6	1	£. s. d. 1 12 8	8	£. s. d. 13 6 6
Assistance &c. -	60	£. s. d. 60 11 11	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	60	£. s. d. 60 11 11
TOTAL -	63	£. s. d. 65 12 5	39	£. s. d. 32 3 -	-	£. s. d. -	182	£. s. d. 851 11 5	1	£. s. d. 1 7 6	119	£. s. d. 503 10 -	404	£. s. d. 1,464 4 4

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## BEAUMARIS.

## NAMES of PILOTS.

Roberts, J. - aged 61	Jones, W. - aged 67	Hughes, W. - aged 71
Pritchard, W. - - 46	Roberts, W. - - 75	Evans, R. - - 29
Edwards, W. - - 61	Roberts, D. C. - - 38	Roberts, John - - 60

## RATES of PILOTAGE.

See p. 253 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H   V E S S E L S.								F O R E I G N   V E S S E L S.				T O T A L S.	
	C O A S T E R S.				O V E R S E A.				O V E R S E A.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Beaumaris - -	5	6 5 -	41	37 5 2	-	- - -	-	- - -	4	15 17 6	7	31 16 6	57	91 4 2
From Port Dinorwic to Cadnant -	145	41 12 -	289	102 11 -	-	- - -	-	- - -	-	- - -	-	- - -	434	144 3 -
From Carnarvon to Cadnant -	1	- 12 -	51	21 18 -	-	- - -	-	- - -	-	- - -	-	- - -	52	22 10 -
TOTAL - - -	151	48 9 -	381	161 14 2	-	- - -	-	- - -	4	15 17 6	7	31 16 6	543	287 17 2

## (2.)—OUTWARDS.

From Beaumaris to Sea - -	1	1 2 -	39	29 13 4	-	- - -	-	- - -	-	- - -	-	- - -	40	30 15 4
From Cadnant to Port Dinorwic -	192	51 8 -	270	73 4 5	1	- 8 -	-	- - -	-	- - -	-	- - -	463	125 - 5
From Cadnant to Carnarvon -	8	4 4 6	47	20 14 -	-	- - -	-	- - -	-	- - -	-	- - -	55	24 14 6
TOTAL - - -	201	56 14 6	356	123 11 9	1	- 8 -	-	- - -	-	- - -	-	- - -	558	180 14 3

## BRIDGWATER.

## NAMES of PILOTS.

O'Brien, J. - - aged 62	Griffiths, T. (1) - aged 72	Griffiths, B. - aged 43	Clapp, G. - - aged 44
Surfield, T. - - - 55	Hobbs, W. - - - 65	King, H. J. - - - 33	King, F. J. - - - 28
Baker, W. - - - 54	Griffiths, T. (2) - - 45		

## RATES of PILOTAGE.

See p. 254 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Bridgwater - -	1	£. s. d. - 12 6	34	£. s. d. 33 3 2	6	£. s. d. 7 1 4	-	£. s. d. -	47	£. s. d. 132 17 7	88	£. s. d. 173 14 7
From Burnham to Bridgwater -	26	8 12 6	732	196 - 11	-	- - -	-	- - -	-	- - -	758	244 13 5
From Sea to Burnham - -	-	- - -	5	4 9 6	-	- - -	-	- - -	-	- - -	5	4 9 6
TOTAL - - -	27	9 5 -	771	233 13 7	6	7 1 4	-	- - -	47	132 17 7	851	282 17 6

## (2.)—OUTWARDS.

From Bridgwater to Sea - -	-	- - -	17	16 15 6	5	7 18 9	-	- - -	44	113 - -	66	137 14 3
From Bridgwater to Burnham -	17	5 18 6	382	109 14 4	-	- - -	-	- - -	-	- - -	399	115 12 10
From Burnham to Sea - -	-	- - -	5	4 9 6	-	- - -	-	- - -	-	- - -	5	4 9 6
Assistance, &c. - - -	4	1 14 -	-	- - -	-	- - -	-	- - -	-	- - -	4	1 14 -
TOTAL - - -	21	7 12 6	404	130 19 4	5	7 18 9	-	- - -	44	113 - -	474	259 10 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

BRIDPORT.

NAMES of PILOTS.

Shekel, J. - - - - - aged 64 | Gale, R. - - - - - aged 50

RATES of PILOTAGE.

See p. 256 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Bridport -	40	£. s. d. 28 2 6	-	£. s. d. - - -	3	£. s. d. 6 1 6	4	£. s. d. 6 16 9	1	£. s. d. 1 2 6	48	£. s. d. 43 6 9
(2.)—O U T W A R D S.												
From Bridport to Sea -	44	30 19 -	-	- - -	-	- - -	1	- 6 -	-	- - -	45	31 5 -

(2.)—OUTWARDS.

From Bridport to Sea -	44	30 19 -	-	-	-	-	1	- 6 -	-	-	45	31 5 -
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CAERNARVON.

NAMES of PILOTS.

Jones, R. - - - aged 46 | Jones, H. - - - aged 32 | Jones, W. - - - aged 28  
Williams, T. - - - 60 | Hughes, R. - - - 49 | Jones, R. - - - 44

RATES of PILOTAGE.

See p. 257 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Outer Buoy to Caernarvon -	41	£. s. d. 28 1 -	2	£. s. d. 1 8 6	-	- - -	-	- - -	-	- - -	1	£. s. d. 3 7 6	44	£. s. d. 32 17 -
From Outer Buoy to Port Dinorwic	3	2 3 -	2	2 12 6	-	- - -	-	- - -	-	- - -	-	- - -	5	4 15 6
TOTAL - - -	44	30 4 -	4	4 1 -	-	- - -	-	- - -	-	- - -	1	3 7 6	49	37 13 6

(2.)—OUTWARDS.

From Caernarvon to Outer Buoy -	71	50 8 3	32	21 8 6	1	- 14 -	2	1 - 3	-	-	4	3 4 9	110	76 16 9
From Port Dinorwic to Outer Buoy	2	2 1 6	-	-	-	-	-	-	-	-	-	-	2	2 1 6
Assistance, &c. - - -	4	5 - 6	-	-	-	-	-	-	-	-	-	-	4	5 - 6
TOTAL - - -	77	57 10 3	32	21 8 6	1	- 14 -	2	1 - 3	-	-	4	3 4 9	116	83 17 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

CARLISLE.

NAMES of PILOTS.

Coulthard, W. - aged 75 | Kea, T. - aged 67 | Pape, T. - - aged 35

RATES of PILOTAGE.

See p. 258 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Maryport to Silloth	2	£. s. d. 3 3 9	14	£. s. d. 17 6 9	-	£. s. d. - - -	2	£. s. d. 5 12 11	3	£. s. d. 5 14 10	13	£. s. d. 31 15 9	34	£. s. d. 63 14 -
(2.)—O U T W A R D S.														
From Silloth to Maryport	-	- - -	4	4 17 4	-	- - -	-	- - -	-	- - -	6	10 4 8	10	15 2 -
From Silloth to Annan	4	5 13 4	23	22 19 10	-	- - -	-	- - -	-	- - -	1	1 5 2	28	29 18 4
TOTAL	4	5 13 4	27	27 17 2	-	- - -	-	- - -	-	- - -	7	11 9 10	38	45 - 4

COLCHESTER.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See p. 259 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.								
	COASTERS.				OVERSEA.				COASTERS.		OVERSEA.														
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.												
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.									
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.						
From Pyefleet to Colchester	-	-	-	2	2	-	6	-	-	-	-	-	-	2	2	15	6	-	-	4	4	16	-		
From Pyefleet to Wivenhoe	-	-	-	10	5	18	1	-	-	-	-	-	-	6	5	14	-	1	-	11	3	17	13	3	4
From Eastness to Wivenhoe	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	19	1	-	-	-	-	1	1	19	1
TOTAL	-	-	-	12	7	18	7	-	-	-	-	-	-	9	10	8	7	1	-	11	3	22	18	18	5

(2.)—OUTWARDS.

From Colchester to Pyefleet	-	-	-	1	-	15	9	-	-	-	-	-	-	-	-	13	-	15	9	1	-	15	9				
From Wivenhoe to Pyefleet	1	-	13	6	6	3	17	8	-	-	-	4	2	9	6	1	-	13	6	13	8	5	5				
From Wivenhoe to Eastness	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	7	4	10	1	1	5	4				
Assistance, &c.	1	1	12	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	12	3				
TOTAL	2	2	5	9	7	4	13	5	-	-	-	4	2	9	6	7	7	18	4	2	1	16	7	23	19	3	7

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## DARTMOUTH.

## NAMES of PILOTS.

Moses, C. H. - - aged 60	Coaker, S. - - - aged 52	Kelland, W. R. - - aged 40
Tucker, T. - - - - 58	Wright, W. - - - - 49	Crocker, T. F. - - - 40
Dyer, J. B. - - - - 49	Bryan, F. J. - - - 47	Bird, J. L. - - - - 39
Weatherdon, F. C. - - 51		

## RATES of PILOTAGE.

See p. 260 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour -	2	£. s. d. 3 8 9	95	£. s. d. 95 16 2	3	£. s. d. 4 8 6	339	£. s. d. 742 13 9	6	£. s. d. 15 7 7	354	£. s. d. 706 18 3	599	£. s. d. 1,548 12 -

## (2.)—OUTWARDS.

From Harbour to Sea - -	-	- - -	95	95 16 2	-	- - -	43	83 18 10	-	- - -	9	16 12 9	152	196 7 9
Assistance, &c. - - -	2	2 7 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	5	2 7 6
TOTAL - - -	2	2 7 6	95	95 16 2	-	- - -	48	83 18 10	-	- - -	9	16 12 9	157	198 15 8

## EXETER.

## NAMES of PILOTS.

Pincombe, T. G. - - aged 54	Thompson, T. W. - - aged 52	Carnell, C. H. - - aged 23
Stockman, H. G. - - 50	Thompson, G. - - - 49	Holmar, W. H. - - - 43

## RATES of PILOTAGE.

See p. 261 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Bight - -	80	£. s. d. 20 16 3	90	£. s. d. 129 14 1	5	£. s. d. 8 1 3	41	£. s. d. 86 12 7	4	£. s. d. 4 18 -	25	£. s. d. 69 12 5	195	£. s. d. 329 14 7
From Bar to Bight - -	3	£. s. d. 8 16 10	6	£. s. d. 5 12 5	-	- - -	1	£. s. d. 1 9 7	1	£. s. d. - 19 6	3	£. s. d. 9 16 11	14	£. s. d. 21 15 3
From Bight to Turf - -	8	£. s. d. 3 15 7	74	£. s. d. 36 16 -	-	- - -	25	£. s. d. 10 1 9	-	- - -	12	£. s. d. 6 - 11	120	£. s. d. 56 14 3
From Bight to Topham -	5	£. s. d. 3 5 -	23	£. s. d. 13 3 7	-	- - -	6	£. s. d. 4 4 8	1	£. s. d. - 9 -	-	- - -	25	£. s. d. 21 3 3
From Bight to Nob - -	1	£. s. d. - 9 -	1	£. s. d. - 6 9	-	- - -	-	- - -	-	- - -	-	- - -	2	£. s. d. - 15 9
TOTAL - - -	47	£. s. d. 42 2 8	194	£. s. d. 185 12 10	5	£. s. d. 8 1 3	73	£. s. d. 102 8 7	6	£. s. d. 6 6 6	41	£. s. d. 85 10 3	366	£. s. d. 430 2 1

## (2.)—OUTWARDS.

From Bight to Sea - -	2	£. s. d. 1 4 5	6	£. s. d. 5 2 8	-	- - -	12	£. s. d. 10 3 9	-	- - -	7	£. s. d. 11 9 3	28	£. s. d. 28 - 1
From Bight to Bar - -	2	£. s. d. 1 17 -	7	£. s. d. 8 5 10	-	- - -	-	- - -	-	- - -	-	- - -	9	£. s. d. 5 2 10
From Turf to Bight - -	5	£. s. d. 2 5 -	14	£. s. d. 6 11 4	-	- - -	-	- - -	-	- - -	1	£. s. d. - 6 9	20	£. s. d. 9 3 1
From Topham to Bight -	4	£. s. d. 1 18 -	11	£. s. d. 7 2 -	-	- - -	-	- - -	-	- - -	-	- - -	15	£. s. d. 9 - -
From Turf to Exmouth -	3	£. s. d. 1 16 -	7	£. s. d. 3 1 10	-	- - -	1	£. s. d. - 6 9	-	- - -	-	- - -	11	£. s. d. 5 4 7
From Topham to Exmouth	6	£. s. d. 2 17 -	7	£. s. d. 3 5 10	-	- - -	-	- - -	-	- - -	-	- - -	12	£. s. d. 6 3 10
From Turf to Nob - -	1	£. s. d. - 9 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	£. s. d. - 9 -
Assistance, &c. - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
TOTAL - - -	23	£. s. d. 12 6 5	52	£. s. d. 28 9 6	-	- - -	13	£. s. d. 10 10 6	-	- - -	8	£. s. d. 11 16 -	86	£. s. d. 63 2 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

FALMOUTH.

NAMES of PILOTS.

Richards, M.      aged 67	James, H.      -      aged 53	Pascoe, W.      -      aged 60	Dash, J. (2) -      aged 46
Andrew, C.        -      65	Angove, J.      -      53	Sawle, J.        -      60	Green, H. T.     -      45
Bickford, N. W. -      64	Watts, F. C.    -      54	Jenkin, T.      -      56	Collings, G. L. -      43
Dash, W., jun.    -      61	Chard, H. F.    -      54	Williams, S.     -      49	Fittock, J. H.    -      45
Andrew, R.        -      60	Green, R.        -      53	Andrew, J:      -      53	Fittock, C.        -      45
Andrew, E. J.     -      58	Sawle, J.        -      53	Dash, R. C.      -      51	Williams, J.      -      42
Dash, J.           -      57	Vincent, S.     -      51	Andrews, F. J.   -      52	Chard, W. J.     -      43
Lowry, S. F.      -      55	Hancock, F.     -      49	Vincent, P.      -      48	Benney, R.        -      48
Andrew, H.        -      56	Ball, E. J.      -      47	Tregeagle, F.    -      47	Burley, E.        -      32
Chard, A.          -      56	Scott, J.        -      50	Hodge, E. J.     -      49	
Fittock, G.        -      55	Lowry, W. J.    -      54	Jenkin, C.        -      45	
Vincent, N.        -      54	Coward, T. H.   -      57	Barker, A.        -      44	

RATES of PILOTAGE.

See p. 264 of Parl. Paper, No. 154 of 1889, and p. 137 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Falmouth - - - -	-	- - -	-	- - -	161	858 14 3	143	465 18 9	277	972 16 -	144	565 19 6	725	2,863 8 6
Assistance, &c. - - - - -	65	112 15 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	65	112 15 -
From Falmouth to Truro - - -	38	7 15 6	180	94 17 11	-	- - -	3	2 18 10	1	1 10 -	16	20 2 6	238	127 4 9
TOTAL - - -	103	120 10 6	180	94 17 11	161	858 14 3	146	468 17 7	278	974 6 -	160	566 2 -	1,028	2,103 8 2

(2.)—OUTWARDS.

From Falmouth to Sea - - - -	-	- - -	-	- - -	26	52 4 6	178	313 6 7	162	308 13 6	171	285 16 1	537	969 19 8
From Truro to Falmouth - - -	44	9 5 6	175	95 12 11	-	- - -	3	2 18 11	-	- - -	13	12 - 6	235	119 17 10
Calling for Orders - - - - -	19	165 2 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	19	165 2 6
TOTAL - - -	68	174 8 -	175	95 12 11	26	52 4 6	181	316 4 6	162	308 13 6	184	297 16 7	791	1,345 - -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## FLEETWOOD.

## NAMES of PILOTS.

Gerrard, R. - - aged 51	Ball, G. - - - aged 48	Fish, W. - - - aged 28
Grimshaw, G. - - - 36	M'Call, J. - - - 41	Wright, D. - - - 27
Helm, J. - - - 45	Edwards, S. - - - 44	Iddon, T. - - - 43

## RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour - . .	4	£. s. d. 3 1 9	218	£. s. d. 206 11 9	2	£. s. d. 13 4 5	72	£. s. d. 440 6 10	14	£. s. d. 75 1 4	80	£. s. d. 374 17 5	490	£. s. d. 1,113 2 6

## (2.)—OUTWARDS.

From Harbour to Sea - . .	1	- 12 -	281	177 18 8	-	- - -	80	266 19 -	5	9 11 -	77	189 17 10	441	644 18 6
Assistance, &c. - . . .	54	34 9 3	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	54	34 9 3
TOTAL - . . .	55	35 1 3	281	177 18 8	-	- - -	80	266 19 -	5	9 11 -	77	189 17 10	498	679 7 9

## FOWEY.

## NAMES of PILOTS.

Salt, John - aged 57	Dunn, M. - aged 61	Johns, W. C. - aged 32	Johns, R. - aged 68
Salt, James - 37	Johns, C. E. - 54	Clokes, W. - 47	Toms, Charles - 37
Johns, M. - 54			

## RATES of PILOTAGE.

See p. 266 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour . . .	112	£. s. d. 44 10 3	12	£. s. d. 19 12 10	2	£. s. d. 2 10 -	5	£. s. d. 15 10 6	69	£. s. d. 80 16 7	70	£. s. d. 99 2 10	270	£. s. d. 262 3 -

## (2.)—OUTWARDS.

From Harbour to Sea - . .	73	£. s. d. 27 4 -	13	£. s. d. 11 5 1	3	£. s. d. 2 13 8	6	£. s. d. 15 13 6	20	£. s. d. 19 8 10	76	£. s. d. 104 19 4	191	£. s. d. 181 4 5
Assistance, &c. - . . .	985	781 9 11	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	985	781 9 11
TOTAL - . . .	1058	808 13 11	13	11 5 1	3	2 13 8	6	15 13 6	20	19 8 10	76	104 19 4	1,176	962 14 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

H A R W I C H.

NAMES of PILOTS.

Rowlands, E. - aged 61 | Horlock, R. R. - aged 63 | Horlock, S. H. - aged 56

RATES of PILOTAGE.

See p. 268 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harwich	-	-	-	-	-	-	-	-	57	159 1 6	57	159 1 6
From Rolling Grounds to Harwich	-	-	-	-	-	-	-	-	22	35 1 2	22	35 1 2
From Mistley to Wrabness	2	2 6 6	26	7 16 -	-	-	-	-	-	-	28	10 2 -
From Harwich to Mistley	16	16 4 6	21	18 17 -	-	-	2	2 1 6	2	3 - -	41	40 - -
TOTAL	18	18 11 -	47	26 13 -	-	-	2	2 1 6	81	197 3 8	148	244 8 4

(2.)—O U T W A R D S.

From Harwich to Sea - - -	-	-	3	4 14 6	-	-	-	-	-	-	3	4 14 6
From Harwich to Rolling Grounds - - -	-	-	-	-	-	-	-	-	65	69 9 8	65	69 9 8
From Mistley to Harwich - - -	10	10 1 -	28	23 4 -	-	-	1	1 5 -	3	3 - -	41	37 10 -
From Wrabness to Mistley - - -	1	- 6 -	-	-	-	-	-	-	-	-	1	- 6 -
From Wrabness to Harwich - - -	-	-	1	1 18 6	-	-	-	-	-	-	1	1 18 6
TOTAL - - -	11	10 7 -	32	29 17 -	-	-	1	1 5 -	67	72 9 8	111	113 10 8

H O L Y H E A D.

NAMES of PILOTS.

Owen, W. - - aged 50 | Thomas, T. - aged 44 | Williams, O. - aged 43 | Owen, H. - - aged 45

RATES of PILOTAGE.

See p. 269 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Sea to Holyhead - - -	-	-	20	39 13 10	1	4 4 -	55	153 16 9	6	21 7 -	10	21 10	99	240 13 -

(2.)—O U T W A R D S.

From Holyhead to Sea - - -	-	-	16	24 14 10	-	-	46	121 13 2	3	6 2 6	7	17 6 11
Assistance, &c. - - -	3	14 19 6	-	-	-	-	-	-	-	-	3	14 19 6
TOTAL - - -	3	14 19 6	16	24 14 10	-	-	46	121 13 2	3	6 2 6	75	184 16 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

IPSWICH.

NAMES of PILOTS.

Bird, J. C. - aged 64 | Taylor, D. - - aged 32 | Crane, E. - - aged 40  
Bacon, C. D. - - 54 | Gardiner, W. - - 40

RATES of PILOTAGE.

See p. 272 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harwich to Ipswich	1	1 5 11	77	75 4 6	-	- -	26	27 13 5	3	2 18 -	53	61 10 6	162	168 12 4
From Downham to Ipswich	-	- -	1	- 11 3	-	- -	6	5 4 11	1	- 13 9	2	1 6 8	10	7 16 7
From Harwich to Downham	-	- -	5	3 8 -	-	- -	9	6 9 8	-	- -	5	3 4 7	19	12 2 3
TOTAL - - -	1	1 5 11	83	78 3 9	-	- -	41	30 8 -	4	3 11 9	62	66 1 9	191	188 11

(2.)—OUTWARDS.

From Ipswich to Harwich	-	- -	101	85 2 10	-	- -	9	8 18 9	-	- -	35	31 10 4	145	125 11 11
From Ipswich to Levington	1	- 14 3	-	- -	-	- -	-	- -	-	- -	-	- -	1	- 14 3
From Ipswich to Downham	-	- -	-	- -	-	- -	-	- -	-	- -	1	- 13 7	1	- 13 7
From Downham to Harwich	-	- -	4	1 14 2	-	- -	-	- -	-	- -	-	- -	4	1 14 2
TOTAL	1	- 14 3	105	86 17 -	-	- -	9	8 18 9	-	- -	36	32 2 11	151	128 13 11

ISLE OF WIGHT DISTRICT.

NAMES of PILOTS.

Finney, J. - - aged 48	Andrews, J. W. aged 51	Vine, C. - - aged 67	Knapp, H. - - aged 70
Luckham, W. - - 46	Newman, E. D. - - 58	Coote, J. - - - 52	Knapp, H., jun. - 40
Suter, G. - - - 49	Caws, J. A. - - 67	Miller, G. - - - 53	Knapp, C. A. - - 35
Wallis, E. J. C. - - 48	Caws, A. R. - - 70	Rowe, J. - - - 56	Greenham, L. - - 53
Davis, A. T. - - 56	Caws, B. J. - - 63	Miller, H. - - 49	Greenham, R. W. - 47
Caws, W. R. - - 49	Newman, R. - - 64	Webb, W. J. - - 51	White, G. H. - - 52
Weam, J. J. - - 63	Wallis, G. - - 38	Caws, C. H. - - 39	Barron, M. - - 42
Caws, C. A. - - 53	Wallis, W. J. - - 50	Caws, H. J. - - 48	Harvey, C. D. - - 73
Caws, L. R. - - 51	Love, E. H. G. - - 48	Austin, C. E. - - 61	
Caws, N. P. - - 54	Sivell, F. - - 33	Rashley, R. - - 35	
Davis, A. H. - - 45	Greenham, R. C. - 28	Webb, W. - - 40	

RATES of PILOTAGE.

See p. 141 of Parl. Paper, No. 251 of 1891.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ISLE OF WIGHT—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VRSSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Cowes - - -	-	-	107	117 10 -	-	-	5	24 15 8	4	15 19 -	15	23 18 6	131	183 3 2
From Sea to Spithead - - -	-	-	2	3 18 1	-	-	10	63 15 7	11	38 12 9	5	17 19 4	28	121 5 0
From Sea to Lepe - - -	-	-	3	4 13 -	-	-	356	1,570 3 10	16	73 6 8	403	2,485 8 11	778	4,434 12 5
From Sea to Chichester - - -	56	58 10 6	-	-	-	-	-	-	-	-	-	-	56	58 10 6
From Spithead to Portsmouth - - -	-	-	81	116 13 4	-	-	3	8 2 -	-	-	7	10 6 3	91	135 1 7
In and out of Places within the District.	51	47 5 6	340	600 12 11	-	-	23	34 15 8	11	20 5 -	60	68 13 3	685	771 12 4
TOTAL - - -	107	106 16 -	653	843 7 4	-	-	397	1,998 12 9	42	148 3 5	490	2,607 6 3	1,689	5,703 5 9

(2.)—O U T W A R D S.

From Cowes to Sea - - -	-	-	113	83 4 9	-	-	3	14 8 9	-	-	12	13 6 -	128	110 19 6
From Portsmouth to Spithead - - -	-	-	81	83 11 3	-	-	3	9 12 -	-	-	3	5 13 -	87	98 16 3
From Spithead to Sea - - -	-	-	2	2 - 11	-	-	7	36 18 10	1	7 17 6	5	19 18 9	15	66 16 -
From Chichester to Sea - - -	44	31 16 -	-	-	-	-	-	-	-	-	-	-	44	31 16 -
TOTAL - - -	44	31 16 -	196	168 16 11	-	-	13	60 19 7	1	7 17 6	20	38 17 9	274	308 7 9

BOARDING MONEY (for putting Pilots on board Vessels outside Needles or Nab Light).

	Number.	Amount.
British Coast - - - -	1	£. 1
British Oversea - - - -	351	697
Foreign Oversea - - - -	442	842
Total - - -	794	1,540

LOWEST OF T.

NAMES of PILOTS.

Drake, J. - aged 53 | Ellis, J. - aged 55 | Herrington, W. - aged 51 | Munnings, J. J. - aged 27  
Thirteen London Pilots stationed here. See London District.

RATES of PILOTAGE.

See p. 276 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Roads - - -	-	£. s. d. - - -	1	£. s. d. 2 2 -	7	£. s. d. 17 18 -	15	£. s. d. 39 9 4	21	£. s. d. 41 16 -	44	£. s. d. 101 5 4
From Roads to Harbour - -	-	- - -	78	96 4 6	43	63 3 10	2	2 11 2	100	150 3 6	223	312 3 -
From Southwold to Yarmouth Roads, &c.	-	- - -	-	- - -	1	1 14 6	2	7 4 -	-	- - -	3	8 18 6
TOTAL - -	-	- - -	79	99 6 6	51	82 16 4	19	49 4 6	121	191 19 6	270	422 6 10

(2.)—O U T W A R D S.

From Roads to Sea - - -	-	-	6	6 8 -	23	34 15 2	15	20 17 6	21	47 16 6	83	109 17 3
From Harbour to Roads - - -	-	-	66	68 2 1	29	33 4 3	-	-	75	81 - 3	169	188 6 7
Assistance, &c. - - -	14	9 6 10	-	-	-	-	-	-	-	-	14	9 6 10
TOTAL - - -	14	9 6 10	71	74 10 1	47	67 19 5	15	20 17 6	106	128 16 9	233	301 10 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## MALDON.

## NAMES of PILOTS.

See London District.

## RATES of PILOTAGE.

See p. 277 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Maldon - - -	79	42 9 9	8	1 18 9	1	- 8 9	1	2 16 -	8	7 7 -	2	4 8 6	89	58 18 9
(2.)—O U T W A R D S.														
From Maldon to Sea - - -	64	32 10 9	5	2 8 9	-	- - -	-	- - -	3	4 6 -	2	3 10 -	74	42 18 6

## MILFORD.

## NAMES of PILOTS.

Hancock, P. - - aged 58	Watkins, John - - aged 58	Hancock, J. P. - - aged 32
John, A. - - - - 50	Watkins, James - - - 50	Hancock, F. J. - - - 32

## RATES of PILOTAGE.

See p. 278 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From St. Anne's to Milford - -	-	£. s. d.	5	£. s. d.	-	£. s. d.	16	£. s. d.	3	£. s. d.	7	£. s. d.	81	£. s. d.
From St. Anne's to Pembroke Dock.	-	- - -	5	15 - 9	-	- - -	-	- - -	2	5 8 -	-	- - -	7	20 8 9
From Skokum to Milford - -	-	- - -	-	- - -	-	- - -	2	7 12 7	-	- - -	3	9 13 10	5	17 6 5
From Lundy Island to Milford -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	12 8 9	1	12 8 9
From Lundy Island to Pembroke Dock.	-	- - -	-	- - -	-	- - -	-	- - -	1	6 18 -	1	4 4 -	2	11 2 -
From Skokum to Pembroke Dock	-	- - -	-	- - -	1	3 14 3	2	5 1 3	3	7 16 -	4	16 1 -	10	32 12 6
From Milford to Pembroke Dock	-	- - -	-	- - -	-	- - -	-	- - -	1	- 18 -	-	- - -	1	- 18 -
TOTAL - - -	-	- - -	10	25 5 3	1	3 14 3	20	53 8 1	10	27 13 -	16	57 14 1	57	167 14 8

## (2.)—OUTWARDS.

From Pembroke Dock to St. Anne's	-	- - -	4	10 13 9	-	- - -	1	4 19 -	2	4 1 -	2	3 1 10	9	23 15 7
From Milford to St. Anne's - -	-	- - -	2	3 6 6	-	- - -	7	20 18 2	1	1 12 6	5	6 17 1	15	23 14 3
From Pembroke Dock to Milford -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	3 3 -	1	3 3 -
Assistance, &c. - - - - -	23	35 9 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	23	35 9 -
TOTAL - - -	23	35 9 -	6	14 - 8	-	- - -	8	25 17 2	3	5 13 6	8	18 1 11	48	94 1 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

NEATH.

Definition of Limits.—From the Outside of Neath Bar (Fairway Buoy) into the Port and Harbour of Neath, or vice versa.

NAMES of PILOTS.

Harries, W. -	aged 51	Williams, L. -	aged 59	Perrett, G. -	aged 49	Deacon, J. -	aged 53
Williams, D. -	- 44	Perrett, W. S. -	60	Williams, D., sen. -	66	Perrett, S. -	- 55
Collins, T. C. -	- 58	Davies, D. -	- 55	Williams, D., jun. -	51	Phillips, W. -	- 28
Phillips, G. -	- 63	Phillips, J. -	- 61				

RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 160 of 1894.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to 1st Station -	1	- 13 8	481	341 13 4	6	9 19 -	40	33 15 -	528	386 1 -
From Sea to 2nd Station -	-	- -	207	164 12 8	-	- -	-	- -	207	164 12 8
From Sea to 3rd Station -	-	- -	12	5 14 -	-	- -	-	- -	12	5 14 -
TOTAL - - -	1	- 13 8	700	512 - -	6	9 19 -	40	33 15 -	747	556 7 8

(2.)—OUTWARDS.

From 1st Station to Sea -	1	- 13 8	483	354 3 1	6	9 19 -	35	28 2 6	525	392 18 3
From 2nd Station to Sea -	-	- - -	211	165 14 6	-	- - -	-	- - -	211	165 14 6
From 3rd Station to Sea -	-	- - -	10	5 2 6	-	- - -	-	- - -	10	5 2 6
Assistance, &c. -	11	57 - -	-	- - -	-	- - -	-	- - -	11	57 - -
TOTAL - - -	12	57 13 8	704	525 - 1	6	9 19 -	35	28 2 6	777	620 15 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## NEW HAVEN.

## NAMES of PILOTS.

Wood, G. - - aged 53	Pay, G. - - aged 60	Robinson, R. - aged 28	Souter, J. - - aged 46
Taylor, J. A. - - 46	Winter, R. - - 50	Mockford, R. - - 31	

## RATES of PILOTAGE.

See p. 280 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Sea to Harbour - - -	2	3 - 9	206	313 10 10	11	14 6 6	-	- -	54	80 12 7	273	411 10 8
Distance Money, Assistance, &c. -	95	389 18 6	-	- -	-	- -	-	- -	-	- -	95	389 18 6
TOTAL - - -	97	392 19 3	206	313 10 10	11	14 6 6	-	- -	54	80 12 7	368	801 9 2

## (2.)—OUTWARDS.

From Harbour to Sea - - -	2	1 - 10	198	123 9 3	11	7 11 11	1	- 18 2	53	33 6 7	265	166 1 9
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## ORFORD HAVEN.

*Definition of Limits.*—From the Sea over the Bar at the entrance of Orford Haven, up the said Haven and the River Ore to Aldeburgh, and *vice versâ*.

## NAMES of PILOTS.

Langman, F. - - - aged 76	Norton, A. - - - aged 49
Langman, T. - - - 50	Gibbs, W. - - - 48

## RATES of PILOTAGE.

See p. 164 of Parl. Paper, No. 290 of 1897.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ORFORD HAVEN—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				TOTALS.	
	COASTERS.					
	Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Orford Haven - - - -	139	£. s. d. 47 9 6	87	£. s. d. 18 10 -	226	£. s. d. 65 19 6

## (2.)—OUTWARDS.

From Orford Haven to Sea - - - -	117	33 12 6	44	10 10 -	161	44 2 6
Assistance, &c. - - - -	118	40 3 10	-	- - -	118	40 3 10
TOTAL - - -	235	73 16 4	44	10 10 -	279	84 6 4

## PADSTOW.

## NAMES of PILOTS.

England, R. - - - -	aged 40	Baker, W. H. - - - -	aged 39
Brown, S. - - - -	49	Grubb, D. - - - -	49
French, O. - - - -	36		

## RATES of PILOTAGE.

See p. 282 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Stepper Point to Padstow	236	136 17 10	13	8 18 11	-	- - -	-	- - -	3	6 19 -	1	1 16 -	253	134 11 9

## (2.)—OUTWARDS.

From Padstow to Stepper Point	7	2 1 6	8	3 1 4	-	- - -	-	- - -	-	- - -	2	1 18 -	17	7 - 10
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## PENZANCE.

## NAMES of PILOTS.

Pollard, R. - - aged 46	Nicholls, B. - - aged 51	Trewhella, H. - - aged 65
Nicholls, P. - - - 48	Quick, J. T. - - - 45	Trewhella, G. H. - - 40
Nicholls, F. - - - 41		

## RATES of PILOTAGE.

See p. 284 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour - -	273	£. s. d. 108 3 6	171	£. s. d. 102 13 3	4	£. s. d. 4 5 3	18	£. s. d. 27 7 6	7	£. s. d. 14 14 9	11	£. s. d. 14 8 6	478	£. s. d. 271 12 9

## (2.)—OUTWARDS.

From Harbour to Sea	368	101 12 6	168	96 12 3	3	2 6 3	14	21 3 9	6	7 11 6	6	4 9 -	465	233 15 3
Assistance, &c. - - -	57	182 13 5	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	57	182 13 5
TOTAL - - -	325	284 5 11	168	96 12 3	3	2 6 3	14	21 3 9	6	7 11 6	6	4 9 -	522	416 8 8

## PLYMOUTH.

## NAMES of PILOTS.

Glinn, J. - - aged 70	Parford, J. - - aged 47	Glinn, H. R. - - aged 44
Williams, J. R. - - - 70	Hancock, W. R. - - - 54	Collings, J. S. - - - 44
Tucker, W. W. - - - 66	Glinn, J. A. - - - 47	Skilton, G. H. - - - 45
Hancock, S. - - - 60	Folley, W. R. - - - 46	Staddon, T. W. E. - - 42
Kent, W. F. - - - 60	Sheldon, C. H. - - - 46	Odgers, T. - - - 42
Hooper, J. T. - - - 56	Skilton, J. B. - - - 47	Williams, J. H. - - - 32
Chappell, H. - - - 56	Pascho, J. - - - 50	Phillip, G. H. - - - 41
Brooks, S. W. - - - 54	Williams, J. H. M. - - 46	Brooks, W. H. G. - - 27
Ridgeway, C. - - - 61		

## RATES of PILOTAGE.

See p. 285 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound - -	-	-	7	10 - 5	20	53 8 9	468	1,005 19 -	75	173 10 -	187	398 8 4	747	1,641 6 6
From Sea to Harbour - -	-	-	10	22 4 -	4	10 19 6	16	48 3 8	8	15 4 -	44	123 19 1	82	220 10 3
From Sound to Harbour -	-	-	14	25 1 10	3	6 6 -	84	195 8 2	5	9 15 -	108	209 18 11	214	446 9 11
Assistance, &c. - -	239	428 11 2	-	-	-	-	-	-	-	-	-	-	239	428 11 2
TOTAL - - -	239	428 11 2	31	57 6 8	27	70 14 3	558	1,249 10 10	88	198 9 -	339	732 6 4	1,283	2,736 17 10

## (2.)—OUTWARDS.

From Sound to Sea - -	-	£. s. d. 3 2 9	3	£. s. d. 6 3 9	387	£. s. d. 898 17 7	7	£. s. d. 17 9 -	132	£. s. d. 257 9 6	531	£. s. d. 1,183 3 7		
From Harbour to Sound -	-	6 9 11 4	-	- - -	17	30 4 4	1	1 10 -	10	14 2 7	33	55 8 3		
From Harbour to Sea - -	-	5 11 1 -	4	6 6 -	75	162 15 7	7	12 - -	104	196 12 9	195	378 15 4		
TOTAL - - -	-	- - -	12	23 16 1	7	12 9 9	479	1,081 17 6	15	30 19 -	246	468 4 10	769	1,617 7 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## P O O L E.

*Definition of Limits.*—From Christ Church, inclusive, to St. Alban's Head, and *vice versa*, and to and from and into and out of all Ports and Places within those Limits.

## NAMES of PILOTS.

Brown, T. - - - aged 60	Brown, G. H. J. - - aged 31	Hescroft, J. W. - - aged 34
Wills, F. W. - - - 62	Wills, T. H. - - - 36	Condor, F. W. - - 36
Brown, E. - - - 49	Wills, J. F. - - - 32	Stone, W. H. - - - 47
Brown, T. - - - 33		

## RATES of PILOTAGE.

See pp. 158 and 159 of Parl. Paper, No 160 of 1894.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - -	92	£. s. d. 93 10 2	228	£. s. d. 246 1 8	5	£. s. d. 8 16 -	21	£. s. d. 46 6 8	10	£. s. d. 15 16 -	49	£. s. d. 92 5 8	405	£. s. d. 509 16 2

## (2.)—OUTWARDS.

From Harbour to Sea - -	42	£. s. d. 41 9 -	235	£. s. d. 205 - 9	1	£. s. d. - 12 -	12	£. s. d. 17 11 10	3	£. s. d. 3 11 -	43	£. s. d. 46 3 5	336	£. s. d. 314 8 -
Assistance, &c. - - -	8	£. s. d. 4 10 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	8	£. s. d. 4 10 -
TOTAL - - -	50	£. s. d. 45 19 -	235	£. s. d. 205 - 9	1	£. s. d. - 12 -	12	£. s. d. 17 11 10	3	£. s. d. 3 11 -	43	£. s. d. 46 3 5	344	£. s. d. 318 18 -

## P O R T M A D O C.

## NAMES of PILOTS.

Owen, H. J. - - - aged 60	Morris, E. - - - aged 53	Williams, J. - - - aged 60
Williams, W. W. - - - 38	Humphreys, J. - - - 62	

## RATES of PILOTAGE.

See p. 288 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H   V E S S E L S.						F O R E I G N V E S S E L S.		T O T A L S.	
	C O A S T E R S.				O V E R S E A.		O V E R S E A.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour	-	£. s. d. -   -   -	310	£. s. d. 118 14 10	39	£. s. d. 21 1 11	4	£. s. d. 2 7 4	353	£. s. d. 142 4 1

## (2.)—OUTWARDS.

From Harbour to Sea -	-	£. s. d. - - -	314	£. s. d. 159 10 7	40	£. s. d. 27 16 1	4	£. s. d. 3 3 -	358	£. s. d. 184 9 8
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## PRESTON.

*Definition of Limits.*—From Preston to the Nelson Buoy (Fairway Buoy), and *vice versé*, and along the Coast between Formby Point and Lune Deep

FLEETWOOD-ON-WYRE DISTRICT, INCLUDING THE RIVER RIBBLE.

## NAMES of PILOTS.

Spencer, J. - - - aged 45	Eccles, J. - - - aged 42	Kinsman, J. - - - aged 45
Wilson, E. - - - 48	Orr, R. W. - - - 30	Wells, F. - - - 29
Wignall, T. - - - 52	Chapple, J. - - - 44	

## RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 160 of 1894.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H   V E S S E L S.						F O R E I G N   V E S S E L S.				T O T A L S.	
	C O A S T E R S.				O V E R S E A.		O V E R S E A.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Nelson Buoy to Preston Docks.	11	£. s. d. 14   8   7	418	563 18   9	77	213   7   -	-	-   -   -	157	519   4   6	663	1,310 18 10
From Sea to Lytham   -   -   -	1	1 16   -	-	-   -   -	-	-   -   -	-	-   -   -	-	-   -   -	1	1 16   -
TOTAL   -   -   -	12	16   4   7	418	563 18   9	77	213   7   -	-	-   -   -	157	519   4   6	664	1,312 14 10

## (2.)—O U T W A R D S.

From Preston Docks to Nelson Buoy.	-	- - -	324	414 16 6	43	123 9 3	1	2 10 -	125	364 11 6	493	905 7 3
From Lytham to Sea - - -	-	- - -	1	1 4 -	-	- - -	-	- - -	-	- - -	1	1 4 -
Assistance, &c. - - -	123	69 2 -	-	- - -	-	- - -	-	- - -	-	- - -	123	69 2 -
TOTAL - - -	123	69 2 -	325	416 - 6	43	123 9 3	1	2 10 -	125	364 11 6	616	975 13 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ROCHESTER.

NAMES of PILOTS.  
See London District.

RATES of PILOTAGE.  
See London District.

AMOUNT received for PILOTAGE of VESSELS in 1899.  
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Nore to Chatham.	-	-	2	7 7 -	1	2 2 -	1	2 9 6	-	-	2	5 12 -	19	51 17 6	25	69 8 -
From Sheerness to Chat- ham.	4	6 8 6	608	685 11 9	-	-	5	7 18 8	-	-	16	38 18 -	61	113 14 6	694	852 11 5
From Nore to Sheerness.	-	-	-	-	-	-	-	-	-	-	-	-	10	12 5 6	10	12 5 6
From Nore to Queen- sboro'.	-	-	1	1 14 6	-	-	-	-	-	-	-	-	6	8 11 -	7	10 5 6
TOTAL - - -	4	6 8 6	611	691 13 8	1	2 2 -	6	10 8 2	-	-	18	44 10 -	96	186 8 6	736	944 10 5

(2.)—OUTWARDS.

From Chatham to Nore.	-	-	-	-	-	-	1	- 15 9	-	-	-	-	1	1 12 6	2	2 8 3
From Chatham to Sheer- ness.	-	-	608	690 8 9	-	-	2	2 1 -	3	4 10 6	-	-	28	45 7 2	641	742 7 5
From Sheerness to Nore	-	-	-	-	-	-	-	-	-	-	-	-	5	17 4 9	5	17 4 9
TOTAL - - -	-	-	608	690 8 9	-	-	3	2 16 9	3	4 10 6	-	-	34	61 4 5	648	762 - 5

RYE.

NAMES of PILOTS.  
Downey, S. R. - - - aged 54 | Chandler, W. P. - - - aged 53

RATES of PILOTAGE.  
See p. 289 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1899.  
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	1	1 - 3	115	83 13 6	-	- - -	-	- - -	-	- - -	4	4 12 11	120	89 6 8

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	-	95	51 10 10	-	-	1	- 10 6	-	-	5	3 6 6	101	55 7 10
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## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## ST. IVES.

## NAMES of PILOTS.

Cothey, E. - - -	aged 76	Stevens, W. G. - - -	aged 59	Couch - - - - -	aged 62
Trevaskis, J. - - -	50	Stevens, R. G. - - -	50	Love, L. G. - - -	35
Stevens, E. P. - - -	65	Cocking, M. - - - -	57	Trelour, T. - - -	73
Stevens, J. - - -	66				

## ST. IVES DISTRICT.

*Definition of Limits.*—From Cape Cornwall to Trevoze Head, and *vice versa*; and to and from and into and out of all Ports and Places within those Limits.

RATES of PILOTAGE  
FOR  
ST. IVES, HAYLE, AND PORTREATH.

See p. 170 of Parl. Paper, No. 290 of 1897.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.		
	COASTERS.				OVERSEA.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Hayle -     -     -	23	8 19 4	302	178 7 10	1	4 16 -	7	7 6 3	2	3 12 6	335	203 1 11
From Sea to St. Ives     -     -	82	28 10 1	11	5 8 9	1	- 8 9	-	-    -    -	1	1 16 -	95	36 3 7
TOTAL     -     -     -	105	37 9 5	313	183 16 7	2	5 4 9	7	7 6 3	3	5 8 6	430	239 5 6

## (2.)—OUTWARDS.

From Hayle to Sea - - -	13	5 6 11	212	124 6 3	-	- - -	-	- - -	2	2 15 6	227	123 8 8
From St. Ives to Sea - - -	67	17 10 8	9	3 7 9	1	- 6 -	-	- - -	-	- - -	77	21 4 5
TOTAL - - -	80	22 17 7	221	127 14 -	1	- 6 -	-	- - -	2	2 15 6	304	143 13 1

## SCILLY.

## NAMES of PILOTS.

Nance, J. - - -	aged 68	Hicks, W. T. - - -	aged 42	Hicks, A. T. - - -	aged 61
Ashford, R. - - -	57	Bickford, W. - - -	59	Mortimer, W. G. - - -	54
Hicks, A. - - -	61	Legg, G. - - - -	42		

## RATES of PILOTAGE.

See p. 291 of Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SCILLY—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	4	2 16 8	8	5 17 6	1	2 1 8	3	24 11 6	1	3 17 -	-	- - -	17	39 4 4
Assistance, &c.	8	23 10 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	8	23 10 -
TOTAL	12	23 6 8	8	5 17 6	1	2 1 8	3	24 11 6	1	3 17 -	-	- - -	25	62 14 4

(2.)—OUTWARDS.

From Harbour to Sea	4	1 8 3	9	3 5 8	1	1 - 10	3	12 5 9	1	1 - - -	-	- - -	18	19 - 6
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SHOREHAM.

NAMES of PILOTS.

Maynard, H.	-	-	aged 57	Maynard, T.	-	-	aged 53	Young, W. F.	-	-	aged 40
Austin, J.	-	-	66	Upperton, S.	-	-	40	Lawrence, J.	-	-	43
Hatcher, W.	-	-	45	Cobby, S.	-	-	41	Grigg, H.	-	-	48

RATES of PILOTAGE.

See p. 151 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	6	9 8 4	288	379 10 6	-	- - -	22	32 10 -	1	1 14 6	89	119 8 10	406	542 12 2
Assistance, &c. - -	216	419 12 1	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	316	419 12 1
TOTAL - - -	322	429 - 5	288	379 10 6	-	- - -	22	32 10 -	1	1 14 6	89	119 8 10	722	962 4 3

(2.)—OUTWARDS.

From Harbour to Sea	4	1 19 10	267	255 16 3	1	- 11 10	18	15 5 7	-	- - -	83	72 12 6	373	246 6 -
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## SOUTHAMPTON.

*Definition of Limits.*—From a line drawn from Lepe Buoy to Lee Point, to all Ports and Places within the Southampton Water, and from all Ports and Places within the Southampton Water to Sea.

## NAMES of PILOTS.

Nicholls, W. - aged 63	Gadd, W. A. - aged 47	Hill, W. S. - aged 40	Bowyer, A. - aged 35
Nicholls, J. - - 62	Tubbs, W. G. - - 46	Nicholls, W., jun. - 37	Pearce, R. S. - - 60
Bowyer, J. T. - - 58	Bowyer, H. - - 33	Bowyer, J. - - 35	Wild, C. - - - 62
Bowyer, W. C. - - 55	Dawson, G. H. - - 41	Pearce, R. W. S. - 34	Stephens, J. T. - - 56
Penny, E. - - - 48	Bowyer, G. W. - - 40	Nicholls, J. H. - - 34	Wild, A. - - - 32

## RATES of PILOTAGE.

See p. 172 of Parl. Paper, No. 290 of 1891.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES -  for which  PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Lepe to Southampton	1	£. s. d. - 15 -	54	£. s. d. 62 13 3	-	£. s. d. - - -	343	£. s. d. 806 19 11	18	£. s. d. 26 10 3	340	£. s. d. 976 15 4	756	£. s. d. 1,873 13 9
In and out of Places within the District.	48	29 15 -	376	422 7 4	-	- - -	8	11 11 11	29	44 17 3	49	51 - 4	510	559 11 10
TOTAL - - -	49	30 10 -	430	485 - 7	-	- - -	351	818 11 10	47	71 7 6	389	1,027 15 8	1,366	2,433 5 7

## (2.)—OUTWARDS.

From Southampton to Sea -	1	2 2 -	52	102 9 -	-	- - -	304	1,993 2 6	13	30 9 -	370	2,604 14 -	739	4,732 16 6
Docking and undocking -	107	118 - 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	107	118 - 6
TOTAL - - -	108	120 2 6	52	103 9 -	-	- - -	304	1,993 2 6	13	30 9 -	370	2,604 14 -	846	4,850 17 -

## TEIGNMOUTH.

## NAMES of PILOTS.

Gilpin, R. R. - - aged 50	Matthews, F. R. J. - aged 48	Gilpin, W. H. - - aged 46
Matthews, W. H. - - 59	Whiteway, J. - - - 48	

## RATES of PILOTAGE.

See p. 295 of Parl. Paper, No. 154 of 1889.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—TEIGNMOUTH—continued.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	-	- - -	342	307 2 2	6	8 10 9	-	- - -	29	63 2 10	377	379 15 9
(2.)—OUTWARDS.												
From Harbour to Sea - -	1	- 9 9	331	191 15 4	13	10 15 8	-	- - -	24	22 5 9	339	225 6 6

## WELLS.

## NAMES of PILOTS.

Crawford, W. - - aged 58 | Wordingham, C. - - aged 39 | Smith, R. - - - aged 49

## RATES of PILOTAGE.

See p. 296 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		OVERSEA.			
	Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - - -	9	6 12 -	2	1 15 6	2	1 4 -	13	9 11 6
(2.)—OUTWARDS.								
From Harbour to Sea - - - -	10	6 1 6	-	- -	2	- 10 6	12	6 12 -

## WEYMOUTH.

## NAMES of PILOTS.

Benfield, J. - - aged 48	Benfield, J. W. - - aged 48	Bennett, F. W. - - aged 29
Way, J. - - - 50	Carter, F. - - - 54	Male, S. - - - 42
Crabb, A. - - - 54	Hawkins, H. - - - 48	Bennett, J. - - - 25
Pavey, J. - - - 52	Lovell, R. - - - 49	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WEYMOUTH—*continued.*

**RATES of PILOTAGE**  
**FOR PILOTING SHIPS WITHIN THE WEYMOUTH DISTRICT.**

FROM	INTO	Under 8 feet.	Fm. 8 feet to 10 feet.	Above 10 feet.
		Per foot.	Per foot.	Per foot.
		s. d.	s. d.	s. d.
A line drawn from Lulworth to the outer part of the Race or Shambles)	Weymouth or Portland Roads or Bay	2 -	2 6	3 -
Weymouth or Portland Roads or Bay	Weymouth Harbour - - - -	2 -	2 6	3 -
Sea - - - - -	Lyme Harbour - - - - -	2 -	2 6	3 -

*The same Rate of Pilotage to be paid Outwards.*

The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Steam vessels calling at Portland for coal only and steam vessels (passenger) engaged in the coasting trade are to pay, for pilotage into and out of the roads, one rate, viz.: 2s. per foot of the vessel's draft of water.

The pilot of any vessel shall, if required by the owner, or master only, provide a boat with four men to attend her from the roads to the quay, or from the quay to the roads, to tow her in or out, or carry ropes on shore, or to the posts, &c., as may be necessary, for which service each man is to be paid 4s. per tide; the owner of the boat to be paid the same as a man.

A pilot taken on board at sea shall be entitled to the following additional pay, provided a perfect understanding shall have been come to between him and the master of the vessel that his services are required, and that he is to receive such additional pay; and the same shall have been recorded in the log book of his pilot cutter, and in that of the vessel, and a certificate thereof shall have been given him by the master.

						£.	s.	d.
From St. Alban's Head or Bill of Portland to off Bridport or Lyme	-	-	-	-	-	2	2	-
If 3 leagues from the Limits of Weymouth, Bridport, or Lyme	-	-	-	-	-	3	3	-
6 - - ditto	-	-	-	-	-	4	4	-
10 - - ditto	-	-	-	-	-	6	6	-

**AMOUNT received for PILOTAGE of VESSELS in 1899.**

**(1.)—INWARDS.**

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	3	£. s. d. 5 - 9	5	£. s. d. 6 17 6	6	£. s. d. 17 16 3	388	£. s. d. 303 7 7	14	£. s. d. 21 16 7	299	£. s. d. 202 11 -	707	£. s. d. 657 9 8
From Sea to Weymouth and Portland Roads.	13	17 5 1	18	19 8 7	-	- - -	4	7 10 9	6	10 17 11	10	15 8 7	51	70 10 11
From Weymouth and Portland Roads to Harbour.	22	20 18 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	22	20 18 -
From Sea to Lyme -	13	22 16 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	13	22 16 6
Assistance, &c.														
TOTAL - - -	51	66 - 4	23	26 6 1	6	17 16 3	384	310 18 4	20	32 14 6	309	217 19 7	793	671 15 1

**(2.)—OUTWARDS.**

From Weymouth and Portland Roads to Sea.	2	3 10 6	2	- 16 3	1	2 - 6	376	293 14 4	2	4 1 -	308	198 1 8	681	502 4 3
From Harbour to Weymouth and Portland Roads.	5	3 8 6	7	4 16 -	-	- - -	5	7 6 6	-	- - -	6	6 11 3	23	23 2 3
From Lyme to Sea - - -	68	19 10 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	68	19 10 -
TOTAL - - -	75	26 9 -	9	5 12 3	1	2 - 6	381	301 - 10	2	4 1 -	304	204 13 11	778	543 16 6

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## WOODBRIDGE.

## NAMES of PILOTS.

Newson, G. W.	-	aged 44	Clarke, W. G.	-	aged 34	Southgate, T.	-	aged 32
Frost, C. E.	-	- 46	Newson, C. H.	-	- 30	Richardson, J.	-	- 53

## RATES of PILOTAGE.

See p. 299 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H   V E S S E L S .						F O R E I G N   V E S S E L S .				T O T A L S .	
	C O A S T E R S .				O V E R S E A .		O V E R S E A .					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Woodbridge -	359	£. s. d. 79 8 6	7	£. s. d. 2 6 3	-	£. s. d. - - -	1	£. s. d. - 12 3	2	£. s. d. - 17 4	369	£. s. d. 83 4 4
From Bowships to Woodbridge	129	45 2 2	5	1 4 1	-	- - -	2	1 1 9	6	3 8 8	142	50 10 8
TOTAL - - -	488	124 10 8	12	3 10 4	-	- - -	3	1 14 -	8	4 6 -	511	134 1 -

## (2.)—OUTWARDS.

From Woodbridge to Sea	359	78 13 10	5	1 2 11	1	- 5 -	3	1 3 4	3	- 13 9	371	81 18 10
From Woodbridge to Bowships	36	36 12 -	-	- - -	-	- - -	3	1 8 -	2	- 14 8	41	38 14 8
Assistance, &c.	22	11 15 -	-	- - -	-	- - -	-	- - -	-	- - -	22	11 15 -
TOTAL	417	127 - 10	5	1 2 11	1	- 5 -	6	2 11 4	5	1 8 5	434	132 8 0

## YARMOUTH.

## NAMES of PILOTS.

Adams, A.	-	aged 60	Austin, W.	-	aged 55	King, A.	-	aged 40
Austin, C.	-	- 48	Howard, H.	-	- 57			

## RATES of PILOTAGE.

See p. 300 of Parl. Paper, No. 154 of 1889.

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Roads - - -	-	£. s. d.	-	£. s. d.	-	£. s. d.	-	£. s. d.	-	£. s. d.	9	£. s. d.	9	£. s. d.
From Roads to Harbour - -	-	- - -	59	88 8 10	-	- - -	18	35 14 4	-	- - -	222	30 1 7 353 16 10	229	20 1 7 478 - -
TOTAL - - -	-	- - -	59	88 8 10	-	- - -	18	35 14 4	-	- - -	231	373 18 5	308	498 1 7

## (2.)—OUTWARDS.

From Harbour to Roads	-	- - -	38	44 5 1	-	- - -	8	7 5 9	-	- - -	96	114 10 8
											142	166 1

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## SUMMARY OF THE OUTPORT PILOTS.

P O R T.	Number of Pilots.	P O R T.	Number of Pilots.
ABERDOVEY - - - - -	4	NEWHAVEN - - - - -	7
BARROW - - - - -	10	ORFORD HAVEN - - - - -	4
BEAUMARIS - - - - -	9	PADSTOW - - - - -	5
BRIDGWATER - - - - -	10	PENZANCE - - - - -	7
BRIDPORT - - - - -	2	PLYMOUTH - - - - -	25
CAERNARVON - - - - -	6	POOLE - - - - -	10
CARLISLE - - - - -	3	PORTMADOC - - - - -	5
DARTMOUTH - - - - -	10	PRESTON - - - - -	8
EXETER - - - - -	6	RYE - - - - -	2
FALMOUTH - - - - -	45	ST. IVES - - - - -	10
FLEETWOOD - - - - -	9	SCILLY - - - - -	8
FOWEY - - - - -	9	SHOREHAM - - - - -	9
HARWICH - - - - -	3	SOUTHAMPTON - - - - -	20
HOLYHEAD - - - - -	4	TEIGNMOUTH - - - - -	5
IPSWICH - - - - -	5	WELLS - - - - -	3
ISLE OF WIGHT - - - - -	41	WEYMOUTH - - - - -	11
LOWESTOFT - - - - -	4	WOODBIDGE - - - - -	6
MILFORD - - - - -	6	YARMOUTH - - - - -	5
NEATH - - - - -	14	TOTAL - - - - -	350

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

## SUMMARY, 1899.

Ports.	Number of Vessels.	Inward Pilotage.	Number of Vessels.	Outward Pilotage.
		£. s. d.		£. s. d.
ABERDOVEY - - - - -	65	116 19 0	62	55 9 5
BARROW - - - - -	380	2,059 10 3	404	1,454 4 4
BEAUMARIS - - - - -	543	257 17 2	558	180 14 3
BRIDGWATER - - - - -	851	382 17 6	474	259 10 7
BRIDPORT - - - - -	48	43 6 9	45	31 5 -
CARLISLE - - - - -	34	63 14 -	28	45 - 4
CAERNARVON - - - - -	49	37 12 6	116	83 17 9
COLCHESTER - - - - -	22	18 18 5	22	19 3 7
DARTMOUTH - - - - -	599	1,568 13 -	157	198 15 8
EXETER - - - - -	366	430 2 1	96	68 2 5
FALMOUTH - - - - -	1,028	3,103 8 3	791	1,245 - -
FLEETWOOD - - - - -	490	1,113 2 6	498	679 7 9
FOWEY - - - - -	270	262 3 -	1,176	962 14 4
HARWICH - - - - -	148	244 8 2	111	113 18 8
HOLYHEAD - - - - -	92	240 12 -	75	184 16 11
IPSWICH - - - - -	191	188 11 2	151	128 13 11
ISLE OF WIGHT - - - - -	1,680	5,703 5 9	274	308 7 9
LOWESTOFT - - - - -	270	422 6 10	268	301 10 7
MALDON - - - - -	89	58 18 9	74	42 15 6
MILFORD - - - - -	57	167 14 8	48	94 1 10
NEATH - - - - -	747	556 7 8	777	620 15 3
NEWHAVEN - - - - -	368	801 9 2	265	166 1 9
ORFORD HAVEN - - - - -	226	65 19 6	279	84 6 4
PADSTOW - - - - -	253	154 11 9	17	7 - 10
PENZANCE - - - - -	478	271 12 0	522	416 8 8
PLYMOUTH - - - - -	1,282	2,786 17 10	759	1,617 7 2
POOLE - - - - -	405	502 16 2	314	318 18 -
PORTMADOC - - - - -	353	142 4 1	358	164 9 8
PRESTON - - - - -	664	1,312 14 10	616	975 13 3
ROCHESTER - - - - -	736	944 10 5	648	762 - 5
RYE - - - - -	120	89 6 8	101	55 7 10
ST. IVES - - - - -	480	239 5 6	304	153 13 1
SCILLY - - - - -	25	62 14 4	18	19 - 6
SHOREHAM - - - - -	722	962 4 3	373	316 6 -
SOUTHAMPTON - - - - -	1,266	2,433 5 7	846	4,850 17 -
TEIGNMOUTH - - - - -	377	378 15 9	369	225 6 6
WELLS - - - - -	13	9 11 6	12	6 12 -
WYEMOUTH - - - - -	703	671 15 1	772	543 16 6
WOODBIDGE - - - - -	511	134 1 -	434	132 8 6
YARMOUTH - - - - -	308	498 1 7	142	166 1 6
		29,452 7 8	- -	18,105 1 -
LONDON - - - - -	-	86,471 11 -	- -	58,595 5 7
TOTAL - - - - £.	-	115,923 18 8	-	76,700 6 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## SUMMARY OF THE TRINITY HOUSE RETURNS.

## As to PILOTS.

Number of Pilots in the London District	-	-	-	-	-	-	360
Number of Pilots in the Outport Districts	-	-	-	-	-	-	350
AGGREGATE NUMBER	-	-	-	-	-	-	710

## As to PILOTAGE.

	INWARDS.			OUTWARDS.		
	£.	s.	d.	£.	s.	d.
Amount received for Pilotage :						
In the London District	86,471	11	-	58,595	5	7
In the Outport Districts	29,452	7	8	18,105	1	-
£.	115,923	18	8	76,700	6	7

AGGREGATE RECEIPTS - - - £. 192,624. 5. 3.

Trinity House, London, }  
July 1900. }

Chas. A. Kent,  
Secretary.

## APPENDIX.

## PORT OF HARTLEPOOL.

*Pilotage is Free. Limits of District.—See p. 314 of Parl. Paper, No. 154 of 1889.*

## BYE-LAWS and RATES of PILOTAGE.

*See p. 19 of Parl. Paper, No. 290 of 1897.*

## NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
1. Richard Hunter -	78	25. John Pounder -	62	49. Hunter Boagey -	41
2. William Coulson -	71	26. George H. Horsley -	61	50. Thomas Watt -	35
3. Robert Hodgson -	—	27. Francis Spence -	58	51. Michael Snowdon -	34
4. Bartholomew Huntridge	71	28. George Davidson -	57	52. James M. Metcalfe -	34
5. George Horsley -	66	29. Thomas P. Metcalfe -	56	53. Fred. Appleby -	33
6. Thomas Horsley -	72	30. Robert Storrow -	60	54. Eden J. Pounder -	32
7. Joseph Robinson -	60	31. James Davison -	53	55. Robert Spence -	35
8. Edward Pounder -	62	32. Robert Robinson -	50	56. John Reed -	33
9. Michael Coulson -	64	33. Thomas Pounder -	49	57. Thomas Carter -	30
10. Henry Hood -	66	34. Eden Harrison -	40	58. Henry Reveley -	32
11. Robert Hood -	—	35. John Hodgson -	49	59. James S. Horsley -	31
12. Robert Pounder -	64	36. Matthew Hunter -	50	60. Bartholomew Huntridge	33
13. Eden Pounder -	65	37. Robert Snowden -	51	61. Cuthbert Coulson -	31
14. Robinson Carter -	65	38. John R. Hastings -	53	62. Thomas Harrison -	31
15. John H. Robinson -	65	39. James Harrison -	48	63. John W. Middleton -	29
16. Samuel Hodgson -	63	40. John Boagey -	44	64. John Denton -	28
17. Wm. David Spence -	62	41. Thomas Hunter -	43	65. Thomas Pounder -	33
18. George Robinson -	61	42. Thomas Hood -	43	66. Simon B. Wood -	26
19. Robert Spence -	63	43. William Moor -	42	67. Robert Walker -	26
20. Henry Reveley -	64	44. Robert Coulson -	41	68. Joseph P. Tack -	28
21. John Wood -	60	45. Richard Robinson -	41	69. George W. Knaggs -	26
22. Luke Denton -	61	46. David Moor -	40	70. Thomas Pounder -	30
23. George Watt -	58	47. Eden Pounder -	37	71. Pounder Davidson -	25
24. Robert Horsley -	56	48. John Pounder -	39		

## NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Richard Coulson -	24	John Stevenson Pounder -	21	Thomas Stephenson -	18
Richard Milburn Wood -	26	Cuthbert Coulson Metcalfe	21	Thomas Hunter -	17
Thomas Wilson -	26	William Cuthbert Snowdon	21	William McKenna -	18
Arthur Edwin Storrow -	23	James Rowntree -	20	George Pounder -	18
Robinson Carter -	27	Samuel Hodgson -	21	George Davison -	18

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)--INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.								
From the German Ocean to the Port of Hartlepool.	1,200	1,405	2	2	161	419	17	5	107	155	4	6	633	897	19	9	2,101	2,877	3	10

## (2.)--OUTWARDS.

From the Port of Hartlepool to the German Ocean.	1,263	1,770 1 2	138	403 11 10	232	290 17 3	455	665 11 -	3,068	3,129 1 3
--	-------	-----------	-----	-----------	-----	----------	-----	----------	-------	-----------

## PORT OF HARTLEPOOL—continued.

## SUMMARY.

			No.	Amount.				No.	Amount.
				£. s. d.					£. s. d.
INWARDS:					OUTWARDS:				
British Coasters	-	-	1,200	1,405 2 2	British Coasters	-	-	1,263	1,770 1 2
" Oversea	-	-	161	418 17 5	" Oversea	-	-	138	402 11 10
Foreign Coasters	-	-	107	155 4 6	Foreign Coasters	-	-	232	290 17 3
" Oversea	-	-	633	897 19 9	" Oversea	-	-	455	655 11 -
TOTAL INWARDS	-	-	2,101	2,877 3 10	TOTAL OUTWARDS	-	-	2,088	3,129 1 3

GRAND TOTAL - - - 4,189 | £. 6,006. 5. 1.

## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	49 10 2	By amount paid in respect of pilots -	5,642 10 8
To gross amount (Inward pilotage -	2,877 3 10	By amount paid for repairs to pilot	
received for - Outward pilotage -	3,120 1 3	boat and watch-house -	9 3 10
To amount of fees received from appli-		By amount paid in respect of contribu-	
cants for renewals of pilots' licences (60)	60 - -	tion to pilots' pension or super-	
To amount of fees received from appli-		annuation fund -	363 14 5
cants for pilots' acting orders (?) -	3 - -	By amount paid in respect of audit fees	2 2 -
To amount of fees received from appli-		By amount paid in respect of expenses	
cants for renewals of pilots' acting		of election -	1 19 6
orders (9) -	4 10 -	By amount paid in respect of printing,	
To amount received from other sources:		stationery, &c. -	5 5 -
Levy for repairs to dingy, watch-		By amount paid for pilot master's salary	
houses, &c. -	12 14 6	and postages -	62 10 -
Interest on 550l. mortgage at 4 per		By amount paid for clerk's salary and	
cent. per annum, less income tax,		postages -	25 10 -
14s. 8d. -	21 5 4	By balance carried to next account -	44 9 8
£	6,157 5 1	£	6,157 5 1

Note.—The Commissioners have a sum of 550l. invested on mortgage of freehold property.

## ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	800 15 6	By amount paid for collector's salary	50 - 10
To amount received as contribution to		By cash on deposit at National Pro-	
superannuation and pension fund		vincial Bank of England (West	
from pilots -	363 14 5	Hartlepool Branch) -	1,066 17 5
To amount received as contribution to		By cash on current account at ditto -	60 1 -
superannuation and pension fund			
from other sources -	14 9 4		
£	1,178 19 3	£	1,178 19 3

1 August 1900.

T. Harry Tilly, Clerk.

PORT OF NEW ROSS.

Limits of District.—See p. 320 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES	Ages.	NAMES.	Ages.
Michael Allen - - -	—	Edward Kearns - - -	—
Henry Payne - - -	—	Michael Whelan - - -	—

RATES of PILOTAGE.

Where the Registered Tonnage is	No. 1. Vessels arriving from or sailing on a Foreign Voyage.	No. 2. Vessels trading to or from a Port in the United Kingdom.
	£. s. d.	£. s. d.
30 and under 40 - - - - -	- 8 -	- 5 -
40 " 50 - - - - -	- 10 -	- 6 -
50 " 60 - - - - -	- 11 6	- 7 6
60 " 70 - - - - -	- 15 9	- 10 6
70 " 80 - - - - -	- 18 -	- 12 -
80 " 90 - - - - -	1 - 3	- 13 6
90 " 100 - - - - -	1 2 6	- 15 -
100 " 110 - - - - -	1 4 9	- 16 6
110 " 120 - - - - -	1 7 -	- 18 -
120 " 130 - - - - -	1 9 3	- 19 6
130 " 140 - - - - -	1 11 6	1 1 -
140 " 150 - - - - -	1 13 9	1 2 6
150 " 160 - - - - -	1 16 -	1 4 -
160 " 175 - - - - -	1 18 3	1 5 6
175 " 200 - - - - -	2 - 6	1 7 -
200 " 225 - - - - -	2 2 9	1 8 6
225 " 250 - - - - -	2 5 -	1 10 -
250 " 275 - - - - -	2 7 3	1 11 6
275 " 300 - - - - -	2 9 6	1 13 -
300 " 325 - - - - -	2 11 9	1 14 6
325 " 350 - - - - -	2 14 -	1 16 -
350 " 375 - - - - -	2 16 3	1 17 6
375 " 400 - - - - -	2 18 6	1 19 -
400 " 450 - - - - -	3 - 9	2 - 6
450 " 500 - - - - -	3 5 3	2 3 -
500 " 550 - - - - -	3 9 9	2 5 6
550 " 600 - - - - -	3 14 3	2 8 -
600 " 650 - - - - -	3 18 9	2 10 6
650 " 700 - - - - -	4 3 3	2 13 -
700 " 750 - - - - -	4 7 9	2 15 6
750 " 800 - - - - -	4 12 3	2 18 -
800 " 850 - - - - -	4 16 9	3 - 6
850 " 900 - - - - -	5 1 3	3 3 -
900 " 950 - - - - -	5 5 9	3 5 6
950 " 1000 - - - - -	5 10 3	3 8 -
1000 and upwards - - - - -	5 14 9	3 10 6

All such vessels proceeding up to the Port and Harbour above the limits of the Borough of New Ross to pay additional rates not exceeding one-third more than the foregoing rates.

PORT OF NEW ROSS—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1899.

## (1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Cheek Point to New Ross -	-	£. s. d. 109 9 9	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. 109 9 9

## (2.)—OUTWARDS.

From New Ross to Cheek Point -	-	109 9 9	-	- - -	-	- - -	-	109 9 9
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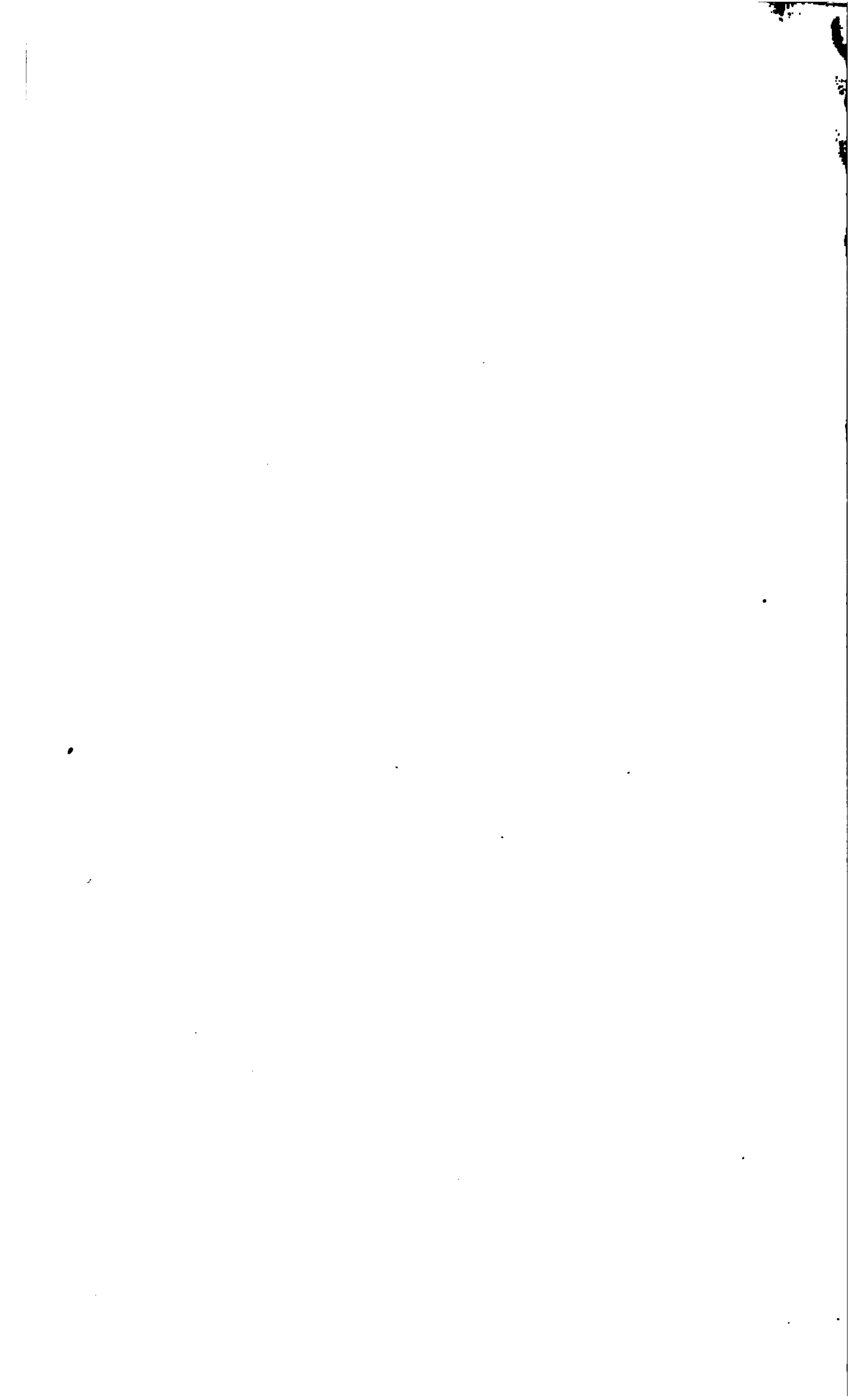
## ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	109 9 9	By amount paid in respect of pilots -	164 4 7
{ Outward pilotage -	109 9 9	By balance credited in the receiver's account - - - -	54 14 11
£.	218 19 6	£.	218 19 6

30 June 1900.

*John Williams, Receiver.*









LOSS OF LIFE AT SEA.

RETURN to an Order of the Honourable The House of Commons,  
dated 2 August 1900 ;—for,

COPY “ of the RETURN of the LOSS OF LIFE AT SEA for the Year 1899 (in continuation  
of Parliamentary Paper, No. 236 of Session 1899).”

Board of Trade, }  
3 August 1900. }

COURTENAY BOYLE,  
Secretary.

TABLE showing the LIVES LOST by WRECK, DROWNING, or other ACCIDENT in BRITISH MERCHANT SHIPS  
registered in the UNITED KINGDOM.

CALENDAR YEAR 1899.

	Masters and Seamen Employed.	Lives Lost.					Percentages and Proportions.		Total Number of Lives Lost in Merchant Ships registered in the United Kingdom.		
		By Drowning or Wreck.			Masters and Seamen Lost by Accident other than Drowning or Wreck.	Total Number Lost by Drowning and other Accident.	Lives Lost by Drowning or Wreck of Persons employed.	Lives Lost by Drowning and other Accident of Persons employed.	Crew.	Passengers (lost by Wreck only).	TOTAL.
		Masters and Seamen Lost by Wrecks and Casualties.	Masters and Seamen Lost when Vessel was not Damaged.	TOTAL.							
	(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)
Sailing - -	43,356	550	131	481	57	538	1·11 or 1 in 90	1·24 or 1 in 81	538	14	552
Steam - -	177,751	690	332	1,022	148	1,170	·57 or 1 in 174	·66 or 1 in 153	1,170	102	1,272
TOTAL -	221,107	1,040	463	1,503	205	1,708	·68 or 1 in 147	·77 or 1 in 129	1,708	116	1,824

Marine Department,  
August 1900.

WALTER J. HOWELL,  
Assistant Secretary.

## LOSS OF LIFE AT SEA.

COPY of RETURN of the LOSS of LIFE at  
Sea for the Year 1899 (in continuation of  
Parliamentary Paper, No. 236 of Session 1899).

(*Mr. Ritchie.*)

---

*Ordered, by The House of Commons, to be Printed,  
3 August 1900.*

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**ABSTRACTS**  
OF THE RETURNS MADE TO THE BOARD OF TRADE  
OF  
**SHIPPING CASUALTIES**  
WHICH OCCURRED  
ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS  
OF THE UNITED KINGDOM

*From the 1st July 1898 to the 30th June 1899.*

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE  
YEAR 1898-99

OF

**SHIPPING CASUALTIES**

WHICH OCCURRED TO

BRITISH VESSELS ELSEWHERE THAN ON  
OR NEAR THE COASTS OR IN RIVERS AND HARBOURS  
OF THE UNITED KINGDOM;

AND TO

FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS  
AND HARBOURS OF BRITISH POSSESSIONS ABROAD;

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea;  
also of the Returns made during the Year 1898-99 of the Lives Lost from  
British Vessels by Accidents other than Casualties to the Vessels, and by  
Disease, &c.; together with Abstracts of the Official Inquiries in the United  
Kingdom into the Causes of Shipping Casualties, held by order of the Board  
of Trade, during the Year 1898-99; and of the Official Inquiries Abroad,  
instituted by Consular and Colonial Officers and others, into the Causes of  
Shipping Casualties, of which the Reports were received at the Board of  
Trade during the year 1898-99;

And of other investigations at Home and Abroad which affected the Certificates  
of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

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Presented to Parliament by Command of Her Majesty.

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1899.



**ABSTRACTS**  
OF THE RETURNS MADE TO THE BOARD OF TRADE  
OF  
**SHIPPING CASUALTIES**  
WHICH OCCURRED  
ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS  
OF THE UNITED KINGDOM

*From the 1st July 1898 to the 30th June 1899.*

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ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE  
YEAR 1898-99  
OF  
**SHIPPING CASUALTIES**  
WHICH OCCURRED TO  
BRITISH VESSELS ELSEWHERE THAN ON  
OR NEAR THE COASTS OR IN RIVERS AND HARBOURS  
OF THE UNITED KINGDOM;  
AND TO  
FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS  
AND HARBOURS OF BRITISH POSSESSIONS ABROAD;

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea; also of the Returns made during the Year 1898-99 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Kingdom into the Causes of Shipping Casualties, held by order of the Board of Trade, during the Year 1898-99; and of the Official Inquiries Abroad, instituted by Consular and Colonial Officers and others, into the Causes of Shipping Casualties, of which the Reports were received at the Board of Trade during the Year 1898-99;

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

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Presented to Parliament by Command of Her Majesty.

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1900.

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## INTRODUCTION.

*Sea Casualties to Vessels belonging to the United Kingdom.*

The total number of sea casualties recorded in 1898-99 (total losses and serious and minor casualties) was 6,967, or 63 less than in 1897-98, and 634 less than in 1896-97, but 95 more than in 1895-96.

The total number of losses and serious casualties together was 1,858, which was 101 less than in 1897-98, 295 less than in 1896-97 and 184 less than in 1895-96.

The number of total losses was 400 (tonnage 175,681), the figures being lower by 19 as regards number, and higher by 33,582 as regards tonnage, than for 1897-98; lower by 108 as regards number, and by 1,888 as regards tonnage, than for 1896-97; and lower by 192 in number, and by 32,413 in tons, than the average for the last 23 years. The number of vessels lost was lower than in any of the previous 22 years except 1892-93, while the tonnage lost was lower than in any of those years except three.

*Total Losses at Sea of Vessels of all Kinds belonging to the United Kingdom.*

The description of the vessels (*i.e.*, sailing or steam) and the nature of the casualties (*i.e.*, foundering, strandings, collisions, other causes, missing vessels) which contributed to the total losses during the last 23 years are shown in the following Tables. Casualties to Her Majesty's ships are not included in any of the tables in the preface, nor in any of the tables in the body of the return except tables 53, 54, and 57 to 61 :—

I.—STATEMENT showing the Number and Tonnage of Vessels belonging to the United Kingdom Totally Lost at Sea during each of the 23 years ended on the 30th June 1899, and the Nature of the Casualties by which they were lost :—

## (a.) Sailing Vessels.

Years.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77.. ..	110	29,751	340	82,463	54	7,907	35	16,343	106	27,610	645	164,074
1877-78.. ..	104	29,322	296	80,210	55	9,073	26	15,442	50	13,214	531	147,761
1878-79.. ..	107	26,340	302	73,944	65	9,310	26	16,067	50	20,844	550	146,495
1879-80.. ..	109	36,610	265	71,280	61	8,008	24	10,477	47	24,053	506	150,428
1880-81.. ..	138	40,426	466	99,212	63	11,927	53	27,389	118	25,282	838	204,236
1881-82.. ..	160	33,479	340	83,173	71	12,699	37	20,468	147	41,977	755	191,796
1882-83.. ..	112	25,550	331	85,252	51	6,965	26	13,671	133	32,995	653	164,433
1883-84.. ..	103	23,913	272	66,496	61	10,945	36	16,182	109	34,655	581	155,191
1884-85.. ..	73	15,438	202	47,040	63	7,596	17	8,981	43	11,798	398	90,858
1885-86.. ..	63	11,975	220	57,593	70	6,626	34	18,274	40	20,693	427	115,161
1886-87.. ..	73	17,832	225	52,381	75	10,655	42	19,833	48	17,862	463	118,563
1887-88.. ..	79	15,724	203	53,403	73	7,234	53	21,646	35	15,528	443	113,535
1888-89.. ..	64	10,031	188	50,551	60	15,265	28	11,966	46	15,356	366	103,219
1889-90.. ..	60	10,033	191	54,758	63	6,295	27	10,233	26	11,746	367	93,065
1890-91.. ..	71	14,008	190	43,659	69	9,769	16	4,814	64	23,027	410	95,277
1891-92.. ..	93	23,968	192	47,809	70	8,070	23	6,467	49	16,126	427	102,460
1892-93.. ..	58	13,076	106	30,861	45	4,882	18	12,806	28	19,820	265	81,444
1893-94.. ..	69	9,303	223	41,076	58	4,505	23	11,593	57	16,594	430	83,071
1894-95.. ..	73	11,664	177	37,481	63	4,555	22	4,239	64	13,634	399	71,683
1895-96.. ..	76	11,530	127	38,490	56	7,045	23	14,009	38	27,213	320	96,337
1896-97.. ..	71	8,949	219	44,502	57	5,032	21	10,313	23	13,767	391	82,563
1897-98.. ..	45	5,477	171	30,269	51	2,969	15	600	16	6,965	296	46,226
1898-99.. ..	54	7,222	144	24,442	40	2,544	16	4,341	22	14,930	276	53,479
TOTAL.. ..	1,965	432,191	5,390	1,299,355	1,394	179,908	641	296,263	1,359	465,639	10,749	2,673,944

## (b.) Steam Vessels.

Years.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77.. ..	8	5,955	47	26,363	13	8,289	5	2,800	12	10,890	85	54,387
1877-78.. ..	14	5,300	56	36,128	9	5,904	—	—	10	5,815	89	53,146
1878-79.. ..	11	5,801	61	39,667	10	7,948	4	1,865	9	8,365	95	63,646
1879-80.. ..	18	16,528	53	40,064	14	9,299	5	1,001	12	10,980	102	77,982
1880-81.. ..	19	6,052	68	50,121	21	14,182	1	588	8	6,363	117	77,306
1881-82.. ..	22	11,665	79	46,814	19	12,234	6	4,868	26	20,920	151	96,401
1882-83.. ..	19	13,407	101	72,837	14	9,573	2	1,449	19	14,626	155	111,883
1883-84.. ..	10	2,777	79	56,120	28	18,428	7	5,117	12	6,898	136	90,310
1884-85.. ..	16	8,300	97	76,762	27	18,987	6	2,707	16	14,106	162	120,831
1885-86.. ..	11	4,214	87	74,761	18	14,840	6	1,339	4	2,000	126	97,154
1886-87.. ..	19	8,114	77	58,180	21	10,567	4	1,624	18	16,739	139	96,214
1887-88.. ..	23	9,049	66	48,189	20	11,021	6	4,423	14	14,632	129	67,314
1888-89.. ..	17	10,903	61	40,945	29	22,519	7	2,324	7	3,994	121	80,746
1889-90.. ..	17	9,700	67	55,482	25	18,583	7	4,967	11	10,149	127	96,827
1890-91.. ..	17	6,486	74	71,330	28	18,786	9	7,870	5	7,061	133	111,537
1891-92.. ..	14	8,042	71	62,112	14	9,950	11	7,066	10	7,373	120	94,500
1892-93.. ..	6	3,402	57	46,979	20	12,597	11	4,660	4	5,708	98	73,336
1893-94.. ..	17	14,585	81	62,610	30	18,800	7	2,967	19	18,539	154	117,551
1894-95.. ..	10	3,862	68	51,993	25	14,635	8	4,457	19	7,010	130	81,957
1895-96.. ..	10	5,346	70	72,808	33	21,403	6	5,181	8	9,153	127	113,897
1896-97.. ..	13	2,466	74	65,213	15	10,728	5	5,419	10	11,185	117	96,008
1897-98.. ..	22	13,338	59	58,452	25	13,608	8	5,304	7	5,177	121	96,579
1898-99.. ..	26	19,321	57	58,448	21	16,841	7	8,509	13	19,083	124	122,202
Total .. ..	359	195,473	1,610	1,274,306	479	319,757	138	86,645	272	236,635	2,968	2,112,816

## (c.) Total Sailing and Steam.

1876-77.. ..	118	35,706	387	108,826	67	16,196	40	19,233	118	38,500	730	218,461
1877-78.. ..	118	35,122	352	116,336	64	14,977	26	15,442	60	19,029	690	200,906
1878-79.. ..	118	32,141	363	113,611	75	17,258	30	17,922	59	29,209	645	210,141
1879-80.. ..	127	52,938	318	111,334	75	17,507	29	11,568	59	34,943	608	228,090
1880-81.. ..	157	46,478	534	149,333	84	26,109	54	27,977	126	31,645	955	281,542
1881-82.. ..	182	45,144	419	131,987	90	24,933	43	26,326	173	62,897	906	290,287
1882-83.. ..	131	38,957	432	158,089	65	16,538	28	15,120	152	47,621	808	276,525
1883-84.. ..	113	27,690	351	126,016	89	29,373	48	21,399	121	41,523	717	245,501
1884-85.. ..	89	23,738	299	123,792	90	26,563	23	11,688	59	25,908	569	211,864
1885-86.. ..	74	16,189	307	132,354	83	21,466	40	19,613	44	22,693	553	212,315
1886-87.. ..	92	25,946	302	110,561	86	21,222	46	21,457	66	34,591	602	212,777
1887-88.. ..	102	24,773	269	101,592	83	18,255	59	26,069	49	30,160	572	200,849
1888-89.. ..	81	20,904	249	91,466	89	27,814	35	14,310	53	19,366	507	183,964
1889-90.. ..	77	19,733	268	110,190	83	24,878	34	15,190	37	21,895	494	191,886
1890-91.. ..	88	20,494	264	114,989	97	28,555	25	12,684	69	30,088	543	206,810
1891-92.. ..	107	32,030	263	109,921	84	18,020	34	13,533	59	23,499	547	197,008
1892-93.. ..	64	16,478	163	77,840	65	17,479	29	17,455	32	25,528	363	154,790
1893-94.. ..	86	23,888	304	103,656	88	23,385	30	14,550	76	35,133	584	200,622
1894-95.. ..	83	15,526	245	89,484	83	19,190	30	8,796	83	20,844	529	153,640
1895-96.. ..	86	16,926	197	111,298	89	28,448	29	19,190	46	36,366	447	212,229
1896-97.. ..	84	11,415	293	109,715	73	15,755	26	15,732	33	24,262	508	177,569
1897-98.. ..	67	18,815	230	88,721	76	16,577	23	5,904	23	12,082	419	142,099
1898-99.. ..	80	26,543	201	82,890	61	19,385	23	12,850	35	34,013	400	175,661
Total .. ..	2,324	627,604	7,000	2,573,661	1,878	499,863	779	382,908	1,631	702,264	13,607	4,786,160

The foregoing Table shows that excluding Her Majesty's ships, 13,607 vessels of all descriptions (tonnage 4,786,160) belonging to the United Kingdom were totally lost in the 23 years ended June 1899. The average annual loss was 592 vessels (tonnage 208,094) as compared with a loss of 400 vessels (tonnage 175,681) in 1898-99. The losses of sailing vessels fell from an average of 476 vessels (tonnage 119,085) for the previous 22 years to an actual loss of 276 vessels (tonnage 53,479) in 1898-99. The losses of steam vessels were 124 (tonnage 122,202), while the average of losses in the previous 22 years was 124 vessels (tonnage 90,482).

*Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.*

The following Tables include not only the lives lost by the wrecks described in the foregoing Tables, but also the lives lost by casualties not resulting in the total loss of the vessels.

II.—STATEMENT showing the Number of Lives Lost at Sea by Wrecks of and Casualties to Vessels belonging to the United Kingdom during each of the 23 years ended on the 30th June 1899, showing also the Nature of the Wrecks and Casualties, and distinguishing Crew from Passengers :—

(a.) Sailing Vessels.

Years	Foundering.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Totals.			
	No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.		
		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total
1876-77	21	85	1	86	57	335	9	344	28	88	1	89	59	89	1	90	105	936	63	999	270	1,533	75	1,608
1877-78	21	90	8	98	41	192	22	214	17	64	63	127	45	73	—	73	50	440	12	452	174	859	105	964
1878-79	18	75	1	76	40	162	10	172	29	74	1	75	44	70	—	70	50	562	14	576	181	943	36	999
1879-80	15	55	2	57	22	91	4	95	24	71	3	74	43	81	1	82	47	604	64	668	151	902	74	976
1880-81	23	118	1	119	90	437	3	440	22	55	5	60	84	161	11	172	118	890	4	894	337	1,661	24	1,685
1881-82	65	316	—	316	53	231	12	243	23	73	1	74	71	132	2	134	147	1,346	15	1,361	359	2,096	30	2,126
1882-83	24	73	—	73	58	250	7	257	20	76	5	81	89	154	4	158	133	1,076	4	1,080	324	1,639	20	1,640
1883-84	26	104	—	104	37	224	66	290	24	52	—	52	90	122	7	129	109	1,034	10	1,044	266	1,536	88	1,619
1884-85	17	66	5	71	26	104	14	118	20	47	—	47	85	122	9	131	43	360	6	366	191	639	34	753
1885-86	17	68	2	70	25	122	5	127	17	35	3	38	76	151	6	157	40	481	8	489	175	857	34	881
1886-87	15	76	4	80	28	95	2	97	26	102	269	371	74	181	10	191	48	474	7	481	191	928	24	1,220
1887-88	17	67	22	89	26	182	10	192	22	74	3	77	92	137	2	139	35	337	5	392	192	847	42	889
1888-89	14	57	—	57	27	100	20	120	22	77	4	81	84	119	4	123	46	427	45	472	193	760	73	833
1889-90	18	42	1	43	23	136	1	137	23	46	2	48	84	121	4	125	26	278	1	279	174	628	9	633
1890-91	19	42	3	45	43	156	5	161	20	82	—	82	51	76	7	83	64	581	14	595	197	937	39	996
1891-92	30	105	2	107	34	202	7	209	23	79	6	85	78	125	5	130	49	464	19	483	214	975	39	1,014
1892-93	16	71	4	75	15	52	2	54	16	31	—	31	69	107	4	111	28	384	10	394	144	645	20	665
1893-94	13	40	43	83	45	197	7	204	15	43	—	43	87	139	38	177	57	455	3	458	217	874	91	965
1894-95	23	78	27	105	37	188	2	190	18	39	2	41	109	136	3	139	64	457	4	461	251	898	38	936
1895-96	33	69	10	79	21	99	8	107	22	65	3	68	61	106	11	117	38	511	16	527	175	850	48	898
1896-97	17	46	1	47	19	106	1	107	10	26	2	28	48	72	1	73	23	256	2	258	117	506	7	513
1897-98	6	34	—	34	19	64	4	68	17	24	1	25	69	105	8	113	16	151	1	152	127	378	14	392
1898-99	14	51	—	51	12	73	10	83	15	30	2	32	67	102	10	112	22	279	2	281	130	511	24	559
Total -	482	1,808	137	1,945	793	3,798	231	4,029	473	1,353	376	1,729	1,659	2,661	148	2,839	1,353	12,833	329	13,162	4,770	22,413	1,221	23,634

(b.) Steam Vessels.

1876-77	4	39	—	39	7	63	—	63	7	29	—	29	18	31	—	31	12	347	81	428	48	509	81	590
1877-78	4	33	1	34	11	160	117	277	7	30	9	39	21	34	2	36	10	201	—	201	53	458	129	587
1878-79	5	32	—	32	11	96	8	104	3	60	13	73	27	38	1	39	9	207	2	209	55	433	24	457
1879-80	7	69	176	265	11	57	10	67	6	5	1	6	23	34	8	42	12	257	—	257	64	442	195	637
1880-81	10	62	1	63	14	171	16	187	12	39	2	41	20	26	—	26	8	192	2	194	64	490	21	511
1881-82	9	110	19	129	13	182	167	349	6	26	7	33	32	46	17	63	25	549	23	572	85	913	233	1,146
1882-83	10	92	58	150	19	204	9	213	10	47	4	51	39	55	—	55	19	383	—	383	97	781	71	852
1883-84	5	28	—	28	15	122	45	167	9	73	76	149	25	44	—	44	12	237	1	238	66	504	122	626
1884-85	6	121	1	122	13	46	4	50	12	74	23	97	34	41	4	45	16	386	10	396	81	668	42	710
1885-86	1	1	—	1	13	51	11	62	7	26	16	42	11	18	—	18	4	64	—	64	36	100	27	167
1886-87	5	71	5	76	11	136	43	179	11	25	7	32	23	26	1	27	18	382	—	382	68	640	56	696
1887-88	6	45	16	61	11	73	42	115	7	38	6	44	24	34	3	37	14	312	5	317	62	502	72	574
1888-89	5	35	—	35	9	69	5	74	14	158	5	163	23	33	7	40	7	152	709	861	58	447	726	1,173
1889-90	8	68	39	127	9	70	98	168	18	53	5	58	31	49	2	51	11	226	25	251	77	496	169	655
1890-91	6	41	1	42	14	87	—	87	10	67	556	623	35	42	3	45	5	144	1	145	70	381	561	942
1891-92	3	38	—	38	11	31	—	31	5	35	2	37	38	60	10	70	10	181	1	182	67	345	13	358
1892-93	1	2	—	2	10	251	70	321	4	27	9	36	28	40	5	45	4	121	6	127	47	441	90	531
1893-94	6	59	—	59	12	80	1	81	10	49	25	74	50	64	—	64	19	394	12	406	97	646	33	684
1894-95	1	12	—	12	9	46	1	47	9	30	—	30	49	108	1,156	1,264	19	254	1	255	87	450	1,158	1,608
1895-96	4	17	—	17	8	162	164	326	11	70	253	323	34	64	8	72	8	171	1	172	65	494	426	910
1896-97	2	11	—	11	11	146	28	174	6	16	5	21	51	67	—	67	10	245	6	251	80	495	39	524
1897-98	3	30	—	30	2	20	—	20	6	28	36	64	39	63	1	64	7	110	1	111	57	251	38	289
1898-99	10	102	1	103	7	112	130	242	8	48	—	48	58	67	3	70	13	337	1	338	93	666	135	801
Total	121	1,158	318	1,476	251	2,435	999	3,404	198	1,053	1,060	2,113	738	1,084	1,281	2,315	272	5,832	88	6,740	1,560	11,582	4,466	16,048

## (c.) Total Sailing and Steam.

Years	Foundering.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Totals.			
	Lives Lost.				Lives Lost.				Lives Lost.				Lives Lost.				Lives Lost.				Lives Lost.			
	No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.		
		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total
1876-77	25	124	1	125	64	398	9	407	35	117	1	118	77	120	1	121	117	1,283	144	1,427	318	2,042	156	2,198
1877-78	25	123	0	123	52	352	139	491	24	94	72	166	66	107	2	109	60	641	12	653	227	1,317	234	1,551
1878-79	23	107	1	108	51	258	18	276	32	134	14	148	71	108	1	109	59	769	16	785	236	1,376	50	1,426
1879-80	22	144	178	322	33	148	14	162	30	76	4	80	71	115	9	124	59	861	64	925	215	1,344	269	1,613
1880-81	33	180	2	182	104	608	19	627	34	94	7	101	104	187	11	198	126	1,082	6	1,088	401	2,151	45	2,196
1881-82	74	426	19	445	66	413	179	592	29	99	8	107	103	178	19	197	172	1,895	38	1,933	444	3,011	263	3,274
1882-83	94	165	58	223	77	454	16	470	30	123	9	132	128	209	4	213	152	1,459	4	1,463	421	2,410	91	2,501
1883-84	51	132	—	132	52	346	111	457	33	125	76	201	115	166	7	173	121	1,271	11	1,282	352	2,040	205	2,245
1884-85	23	187	6	193	39	150	18	168	32	121	23	144	119	163	13	176	59	746	16	762	272	1,367	76	1,443
1885-86	18	69	2	71	38	173	18	189	24	61	19	80	87	169	6	175	44	545	8	553	211	1,017	51	1,068
1886-87	20	147	9	156	39	231	45	276	37	127	276	403	97	207	11	218	66	856	7	863	259	1,568	348	1,916
1887-88	23	112	38	150	37	235	52	307	29	112	9	121	116	171	5	176	49	699	10	709	254	1,349	114	1,463
1888-89	19	72	—	72	36	169	25	194	36	235	9	244	107	152	11	163	53	579	754	1,333	251	1,307	799	2,106
1889-90	26	130	40	170	32	206	99	305	41	99	7	106	115	170	6	176	37	504	26	530	251	1,109	178	1,287
1890-91	25	83	4	87	57	243	5	248	30	149	556	705	86	113	10	123	69	725	15	740	267	1,318	590	1,908
1891-92	33	143	2	145	45	233	7	240	28	114	8	122	116	185	15	200	59	645	20	665	281	1,320	52	1,372
1892-93	17	73	4	77	25	303	72	375	20	58	9	67	97	147	9	156	32	505	16	521	191	1,086	110	1,196
1893-94	19	99	43	142	57	277	8	285	25	92	25	117	137	203	38	241	76	849	15	864	314	1,520	129	1,649
1894-95	24	90	27	117	46	234	3	237	27	69	2	71	158	244	1,159	1,403	83	711	5	716	338	1,348	1196	2,544
1895-96	37	86	10	96	29	261	172	433	33	135	256	391	95	170	19	189	46	682	17	699	240	1,334	474	1,808
1896-97	19	57	1	58	30	252	29	281	16	42	7	49	99	139	1	140	33	501	8	509	197	991	46	1,037
1897-98	9	64	—	64	21	84	4	88	23	52	37	89	108	168	9	177	23	261	2	263	184	629	52	681
1898-99	24	153	1	154	19	185	140	325	23	78	2	80	126	169	13	182	35	616	3	619	226	1,201	159	1,360
Total	603	2,966	455	3,421	1,049	6,233	1,500	7,433	671	2,406	1,436	3,842	2,397	3,765	1,379	5,144	1,630	16,685	1,217	19,902	6,350	34,055	5,687	39,742

The foregoing Tables show that during the last 23 years 6,350 wrecks and casualties to ships belonging to the United Kingdom have been attended with fatal results to 39,742 persons, of whom 34,055 were members of the crews and 5,687 were passengers, pilots, or other persons not on articles of agreement.

The average annual loss during the 23 years was 1,728 persons, consisting of 1,481 crew and 247 passengers, and the loss in 1898-99 was 1,360 persons, of whom 1,201 were crew and 159 were passengers. Compared with the average for the previous 22 years, the figures show a decrease of 292 in the number of seamen and of 92 in the number of passengers lost. The loss of life in 1895-96 was swollen by the loss of 247 lives through the wreck of the "Drummond Castle," and the loss of 277 lives through the sinking of the "On Wo," of London, by collision with the "Newchwang." The number of passengers lost in 1894-95 was swollen by the large number (1,150) of Chinese soldiers drowned by the sinking of the "Kow Shing," of London.

The average number of seamen lost during the 23 years in sailing vessels was 977 and of passengers 53, against 535 seamen and 24 passengers lost in 1898-99.

The average number of seamen lost in steamships was 504 and of passengers 194, against 666 seamen and 135 passengers lost in 1898-99. The loss of life in steamships in 1898-99 was swollen by the loss of 106 lives (62 crew and 44 passengers) through the wreck of the "Mohegan," and of 105 lives (19 crew and 86 passengers) through the wreck of the "Stella."

Tables relating to loss of life from registered trading vessels only are given later on.

*Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.*

The total number of sea casualties which occurred in 1898-99 (total losses and serious and minor casualties) was 699.

The number of Total Losses was 270 (tonnage 37,216), against an average yearly loss of 321 vessels and 58,889 tons for the previous 22 years.

III.—STATEMENT showing the Number and Tonnage of Sailing and Steam Vessels belonging to British Possessions Abroad reported as Totally Lost at Sea during each of the 23 Years ended on the 30th June 1899 :—

Years.	Sailing.		Steam.		Totals.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876-77	411	70,321	14	2,708	425	73,029
1877-78	331	63,159	13	4,048	344	67,207
1878-79	372	81,569	20	6,586	392	88,155
1879-80	356	68,690	7	1,272	363	69,962
1880-81	343	62,815	11	2,692	354	65,507
1881-82	374	83,344	21	4,608	395	87,952
1882-83	345	62,470	28	6,657	373	69,127
1883-84	367	68,361	13	5,137	385	73,498
1884-85	363	54,437	15	3,527	378	57,964
1885-86	424	68,747	17	6,254	441	75,001
1886-87	384	63,684	26	6,525	410	70,209
1887-88	311	57,489	22	3,040	333	60,529
1888-89	229	46,161	17	3,583	246	49,744
1889-90	222	39,894	20	5,833	242	45,727
1890-91	278	40,380	15	3,253	293	43,633
1891-92	206	40,400	17	7,531	223	47,931
1892-93	257	46,008	18	3,828	275	49,836
1893-94	251	47,022	30	3,970	281	50,992
1894-95	242	32,469	19	7,960	261	40,429
1895-96	228	36,865	21	4,466	249	41,331
1896-97	170	25,531	24	5,511	194	31,042
1897-98	187	28,628	23	8,134	210	36,762
1898-99	252	30,998	18	6,218	270	37,216
Total ...	6,903	1,219,442	434	113,341	7,337	1,332,783

The serious casualties, not amounting to total loss, were 180, of which 54 occurred to steam vessels.

The loss of life in 1898-99 was 238, against 455 in 1897-98, 210 in 1896-97, 217 in 1895-96, 499 in 1894-95, 348 in 1893-94, 346 in 1892-93, 943 in 1891-92, 289 in 1890-91, 340 in 1889-90, 227 in 1888-89, 991 in 1887-88, 1,529 in 1886-87, 818 in 1885-86, and an average of 549 for the 10 years preceding 1886-87.

The number of lives lost in 1897-98 was swollen by the foundering of the "Sri Hong Ann," of Singapore, with the loss of 119 lives; and the number in 1891-92 by the foundering of the "Namchow," of Penang, with the loss of 361 lives, and by the disappearance of the "Deccan," of Bombay, with the loss of 258 lives.

The number in 1887-88 was swollen by the loss of 495 Chinese passengers in the "Wah Yeung," of Hong Kong, and 131 passengers in a ferry boat on the river Hooghly below the boundary fixed for river casualties. The number in 1886-87 was swollen by the loss of 735 Indian passengers in the missing steamer "Sir John Lawrence."

The number of missing vessels in 1898-99 was 16, against 8 in 1897-98, 7 in 1896-97, 9 in 1895-96, 18 in 1894-95, 16 in 1893-94, 19 in 1892-93, 12 in 1891-92, 21 in 1890-91, 15 in 1889-90, 14 in 1888-89, 21 in 1887-88, 14 in 1886-87, and an average of 28 in the 10 years preceding 1886-87. The missing vessels in 1898-99 were as follows :—

Sailing vessels	16,	tonnage	2,166,	lives lost	116
Steam	"	"	"	"	"
Total ...	16	2,166	116		

*Sea Casualties to British Vessels of all Kinds.—Summary.*

The total number of sea casualties (total losses and serious and minor casualties) which occurred to British vessels was 7,666.

The number of Total Losses at Sea was 670 (tonnage 212,897). This is, as regards vessels, lower than in any of the previous 22 years except 1892-93, and 1897-98, and, as regards tonnage, lower than in any of those years except four.

—STATEMENT showing the Total Number and Tonnage of Sailing and Steam Vessels belonging to the United Kingdom and British Possessions Abroad reported as Totally Lost at Sea during each of the 23 years ended on 30th June 1899.

Years.	Sailing.		Steam.		Totals.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876-77	1,056	234,395	99	57,095	1,155	291,490
1877-78	862	210,920	102	57,193	964	268,113
1878-79	922	228,064	115	70,232	1,037	298,296
1879-80	862	219,118	109	78,934	971	298,052
1880-81	1,181	267,051	128	79,998	1,309	347,049
1881-82	1,129	275,140	172	103,099	1,301	378,239
1882-83	998	226,903	183	118,549	1,181	345,452
1883-84	948	223,552	154	95,447	1,102	318,999
1884-85	761	145,290	177	124,358	938	269,648
1885-86	851	183,908	143	103,408	994	287,316
1886-87	847	182,247	165	101,739	1,012	283,986
1887-88	754	171,024	151	90,354	905	261,378
1888-89	615	149,380	138	84,328	753	233,708
1889-90	589	132,959	147	104,654	736	237,613
1890-91	688	135,657	148	114,786	836	250,443
1891-92	633	142,860	137	102,074	770	244,934
1892-93	512	127,452	116	77,164	628	204,616
1893-94	681	130,093	184	121,521	865	251,614
1894-95	641	104,152	149	89,917	790	194,069
1895-96	548	135,202	148	118,357	696	253,559
1896-97	561	108,094	141	100,517	702	208,611
1897-98	485	74,848	144	104,013	629	178,861
1898-99	528	84,477	142	128,420	670	212,897
Total ...	17,652	3,892,786	3,292	2,226,157	20,944	6,118,943

In 1898-99 the loss of life by sea casualties was 1,598 against 1,136 in 1897-98, 247 in 1896-97, 2,025 in 1895-96, 3,043 in 1894-95, 1,997 in 1893-94, 1,542 in 1892-93, 2,315 in 1891-92, 2,197 in 1890-91, 1,627 in 1889-90, 2,233 in 1888-89, 454 in 1887-88, 3,445 in 1886-87, and an average of 2,500 for the 10 years preceding 1886-87. As already explained, the number lost in 1894-95 was greatly swollen by the loss of Chinese soldiers in the "Kow Shing."

The number of missing vessels in 1898-99 was 51, against 31 in 1897-98, 40 in 1896-97, 55 in 1895-96, 101 in 1894-95, 92 in 1893-94, 51 in 1892-93, 71 in 1891-92, 60 in 1890-91, 52 in 1889-90, 67 in 1888-89, 70 in 1887-88, 80 in 1886-87, and an average of 125 in the 10 years preceding 1886-87. The missing vessels in 1898-99 were as follows :—

Sailing vessels	38,	tonnage	17,096,	lives lost	397
Steam	" 13	"	19,483	"	338
Total ...	51		36,179		735

#### *Casualties to Foreign Vessels.*

The number of casualties reported in 1898-99 as having occurred to Foreign vessels on or near the coasts of the United Kingdom and British Possessions Abroad was 679 (tonnage 360,382), of which 129 (tonnage 44,962) were attended with total loss of the vessels. The losses of steamships were 14 (tonnage 13,997), and of sailing ships 115 (tonnage 30,965). The number of casualties in rivers and harbours was 453 (tonnage 14,833), but of the vessels only 11 (tonnage 3,097) were totally lost.

One hundred and thirty-five lives were lost by 35 casualties to Foreign vessels on or near British coasts, and 4 by 3 casualties to Foreign vessels in British rivers or harbours.

#### *Deaths of Seamen from all Causes.*

The gross results as regards mortality amongst seamen in British vessels will be found in the following Abstracts, full details being given in the body of the Return in the tables referred to in the headings.

Deaths in unregistered merchant vessels, registered river craft, and yachts, except those arising from wreck and casualty, are not included in the following tables, and there is also reason to believe that the deaths in Colonial sea-going registered vessels and fishing vessels are not all reported. Amongst the deaths shown as having occurred in Rivers and Harbours in 1898-99 are those of 278 seamen who died from accident or disease after discharge from ships registered in the United Kingdom, and 16 after discharge from ships registered in the Colonies :—

V.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea in Vessels belonging to the United Kingdom.

Years	Deaths in Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft. (See Tables 40 and 44.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Tables to 17.)	By other Accidents. (See Table 18.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 46.)	By other Accidents. (See Table 47.)	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	526	259	200	985	150	103	8	270	14	699	362	208	1,269
1885-86	695	224	234	1,153	123	94	11	228	39	857	318	245	1,420
1886-87	704	233	204	1,141	158	96	9	263	66	928	329	213	1,470
1887-88	652	321	210	1,183	160	187	4	351	35	847	517	214	1,578
1888-89	526	333	214	1,073	203	159	14	376	31	760	492	228	1,480
1889-90	441	277	207	925	143	112	9	264	39	623	389	216	1,228
1890-91	800	229	203	1,232	100	71	10	181	37	937	300	213	1,450
1891-92	746	227	221	1,194	186	91	10	287	43	975	318	231	1,524
1892-93	528	198	153	879	77	73	11	161	40	645	271	164	1,080
1893-94	607	246	165	1,018	229	75	10	314	38	874	321	175	1,370
1894-95	583	223	186	992	276	69	7	352	39	898	292	193	1,383
1895-96	634	230	173	1,037	163	61	14	238	53	850	291	187	1,328
1896-97	408	179	135	722	72	66	8	146	26	506	245	143	894
1897-98	346	146	160	552	115	53	6	174	17	378	199	166	743
1898-99	425	129	150	704	79	53	8	140	31	535	182	158	875
Total -	8,521	3,453	2,615	14,789	2,243	1,373	139	3,755	548	11,312	4,826	2,954	19,092
(b.) Lives Lost in Steam Vessels.													
1884-85	667	101	231	999	—	1	1	2	1	668	102	232	1,002
1885-86	154	110	291	555	5	—	—	5	1	160	110	291	561
1886-87	639	125	325	1,089	—	2	2	4	1	640	127	327	1,094
1887-88	501	239	351	1,091	1	4	2	7	—	502	243	353	1,098
1888-89	418	105	354	937	29	3	—	32	—	447	168	354	969
1889-90	460	211	314	985	14	2	—	16	12	486	213	314	1,013
1890-91	377	162	356	895	4	5	1	10	—	381	167	357	905
1891-92	330	181	464	975	14	4	—	18	1	345	185	464	994
1892-93	424	116	301	841	11	6	2	19	6	441	122	303	866
1893-94	594	184	383	1,161	51	10	4	65	1	646	194	387	1,227
1894-95	354	186	367	907	96	11	6	113	—	450	197	373	1,020
1895-96	468	174	385	1,027	15	17	3	35	1	484	191	388	1,063
1896-97	467	233	402	1,102	17	28	2	47	1	485	261	404	1,150
1897-98	219	149	391	759	32	19	2	53	—	251	168	393	812
1898-99	639	182	377	1,198	27	34	10	71	—	666	216	387	1,269
Total -	6,711	2,518	5,292	14,521	316	146	35	497	25	7,062	2,664	5,327	15,043
(c.) Total.													
1884-85	1,193	360	431	1,984	150	104	9	272	15	1,367	464	440	2,271
1885-86	849	334	525	1,708	128	94	11	233	40	1,017	428	536	1,981
1886-87	1,343	358	529	2,230	158	98	11	267	67	1,568	456	540	2,564
1887-88	1,153	559	561	2,273	161	201	6	368	35	1,349	760	567	2,676
1888-89	944	498	568	2,010	232	162	14	408	31	1,207	680	582	2,449
1889-90	901	488	521	1,910	157	114	9	280	51	1,109	602	530	2,241
1890-91	1,177	391	559	2,127	104	76	11	191	37	1,318	467	570	2,355
1891-92	1,076	408	685	2,169	200	95	10	305	44	1,320	503	695	2,518
1892-93	952	314	454	1,720	88	79	13	180	46	1,086	393	467	1,946
1893-94	1,201	430	548	2,179	280	85	14	379	39	1,520	515	562	2,597
1894-95	937	409	553	1,899	372	80	13	465	39	1,348	489	566	2,403
1895-96	1,102	404	558	2,064	178	78	17	273	54	1,334	482	575	2,391
1896-97	875	412	537	1,824	89	94	10	193	27	991	506	547	2,044
1897-98	465	295	551	1,311	147	72	8	227	17	629	367	559	1,555
1898-99	1,064	311	527	1,902	106	87	18	211	31	1,201	398	545	2,144
Total -	15,232	5,971	8,107	29,310	2,559	1,519	174	4,252	573	18,364	7,490	8,261	34,135

**STATEMENT showing the Number of Deaths of Seamen from all causes in Rivers and Harbours in Vessels belonging to the United Kingdom.**

Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Act.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft (See Table 75.)	Totals.			
By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Table 76.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Table 76.)	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.												
1	154	179	334	2	10	4	16	9	12	164	183	349
5	121	210	336	1	4	4	9	5	11	125	214	350
4	146	252	402	8	8	6	17	8	15	154	258	427
5	71	166	242	2	11	8	21	5	12	82	174	268
4	134	191	339	4	14	6	24	8	16	148	197	361
5	133	210	348	1	10	8	19	12	18	143	218	379
5	140	149	289	—	14	5	19	9	14	154	154	322
4	129	234	367	—	8	2	10	13	17	137	236	380
13	117	239	369	—	5	7	12	10	23	122	246	391
6	111	209	326	2	8	13	23	19	27	119	222	368
11	99	298	408	1	8	9	18	6	18	107	307	423
3	93	237	333	1	6	5	12	10	14	99	242	355
5	88	150	243	4	11	5	20	13	22	99	155	276
9	85	133	239	—	11	4	15	17	26	96	139	261
5	66	121	192	—	8	7	15	14	19	74	128	221
85	1,687	2,980	4,752	21	126	93	260	158	264	1,823	3,073	5,160
(b.) Lives Lost in Steam Vessels.												
—	187	264	451	—	—	—	—	—	—	187	264	451
9	198	331	538	—	1	—	1	3	12	199	331	542
2	189	315	506	—	2	—	2	4	6	191	315	512
16	142	291	449	—	—	—	—	3	19	142	291	453
14	209	285	508	—	2	—	2	4	18	211	285	514
8	249	320	577	—	—	—	—	6	14	249	320	583
26	258	334	618	—	1	—	1	1	27	259	334	600
24	273	487	784	—	—	—	—	1	25	273	487	785
5	218	366	589	—	1	1	2	2	7	219	367	593
13	261	364	638	—	3	3	6	2	15	264	367	646
9	256	366	631	—	8	—	8	1	10	264	366	640
9	245	376	670	—	9	1	10	1	50	254	377	681
9	232	315	566	—	5	4	9	—	19	237	319	575
5	270	368	653	2	3	—	5	2	19	273	363	660
1	285	466	763	—	8	4	12	3	15	293	470	778
	3,472	5,243	8,941	2	43	13	58	33	256	3,515	5,261	9,033
(c.) Total.												
341	443	785	2	10	4	16	9	12	351	447	810	
319	541	874	1	5	4	10	8	23	324	545	892	
335	567	908	3	10	6	19	12	21	345	573	939	
213	457	691	2	11	8	21	8	31	224	465	730	
343	476	837	4	16	6	26	12	34	359	482	875	
382	530	925	1	10	8	19	18	32	392	538	963	
398	483	912	—	15	5	20	10	41	413	488	912	
402	721	1,151	—	8	2	10	14	42	410	723	1,175	
335	696	958	—	6	8	14	12	30	341	613	984	
372	573	964	2	11	16	29	21	42	383	589	1,014	
355	661	1,039	1	16	9	26	7	28	371	673	1,073	
338	613	1,003	1	15	6	22	11	64	353	619	1,036	
330	466	809	4	16	9	29	13	41	336	474	851	
355	503	882	2	14	4	20	19	45	363	507	921	
351	587	955	—	16	11	27	17	34	367	588	969	
5,159	8,223	13,693	23	179	106	308	191	520	5,338	8,334	14,192	

VII.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to the United Kingdom.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Act.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft.	Totals.			
	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1881-85	527	413	379	1,319	161	113	12	286	23	711	526	391	1,628
1885-86	700	315	444	1,459	121	98	15	237	44	868	443	459	1,770
1886-87	708	379	456	1,543	161	104	15	280	74	943	483	471	1,897
1887-88	667	391	376	1,424	162	208	12	382	40	859	599	388	1,846
1888-89	530	467	405	1,402	207	173	20	400	39	776	640	425	1,841
1889-90	416	410	417	1,273	144	122	17	283	51	641	532	414	1,607
1890-91	805	369	353	1,526	100	85	15	200	46	951	454	367	1,772
1891-92	750	356	455	1,561	186	99	12	297	56	932	455	467	1,914
1892-93	541	315	392	1,248	77	78	18	173	50	668	393	410	1,471
1893-94	613	357	374	1,344	231	83	23	337	57	901	440	397	1,738
1894-95	504	322	484	1,400	277	77	16	370	45	916	399	500	1,815
1895-96	637	323	410	1,370	164	67	19	250	63	864	390	420	1,683
1896-97	413	267	285	965	76	77	13	166	39	528	344	298	1,170
1897-98	255	231	295	781	115	64	10	189	34	404	295	305	1,004
1898-99	430	195	271	896	79	61	15	155	45	534	256	286	1,066
Total	8,006	5,140	5,795	19,541	2,264	1,509	232	4,005	706	11,576	6,649	6,027	24,252
(b.) Lives Lost in Steam Vessels.													
1881-85	667	288	495	1,450	—	1	1	2	1	668	289	496	1,453
1885-86	163	308	622	1,093	5	1	—	6	4	172	309	622	1,103
1886-87	641	314	640	1,595	—	4	2	6	5	646	318	642	1,606
1887-88	517	381	642	1,540	1	4	2	7	3	521	385	644	1,550
1888-89	432	374	639	1,445	29	5	—	34	4	465	379	639	1,483
1889-90	468	460	634	1,562	14	2	—	16	18	500	462	634	1,596
1890-91	403	420	690	1,513	4	6	1	11	1	408	426	691	1,525
1891-92	354	454	951	1,759	14	4	—	18	2	370	458	951	1,779
1892-93	429	334	667	1,430	11	7	3	21	8	448	341	670	1,459
1893-94	607	445	747	1,799	51	13	7	71	3	661	458	754	1,873
1894-95	363	442	733	1,538	96	19	6	121	1	440	461	739	1,680
1895-96	517	419	761	1,697	15	26	4	45	2	534	445	765	1,744
1896-97	466	465	717	1,668	17	33	6	56	1	504	498	723	1,725
1897-98	234	419	759	1,412	34	22	2	58	2	270	441	761	1,472
1898-99	651	467	843	1,961	27	42	14	83	3	681	509	857	2,047
Total	6,982	5,990	10,540	23,462	318	189	48	555	58	7,388	6,179	10,583	24,075
(c.) Total.													
1881-85	1,194	701	874	2,769	161	114	13	288	24	1,379	815	887	3,081
1885-86	863	623	1,066	2,552	129	99	15	243	48	1,040	752	1,081	2,873
1886-87	1,349	693	1,096	3,138	161	108	17	286	79	1,589	801	1,113	3,503
1887-88	1,174	772	1,018	2,964	163	212	14	389	43	1,380	964	1,032	3,396
1888-89	962	841	1,044	2,847	236	178	20	434	43	1,241	1,019	1,064	3,324
1889-90	914	870	1,051	2,835	158	124	17	299	69	1,141	994	1,068	3,203
1890-91	1,208	789	1,042	3,039	104	91	16	211	47	1,359	880	1,053	3,297
1891-92	1,104	810	1,406	3,320	200	103	12	315	53	1,362	913	1,418	3,693
1892-93	970	649	1,059	2,678	88	85	21	194	58	1,116	734	1,080	2,930
1893-94	1,220	802	1,121	3,143	282	96	30	408	60	1,562	898	1,151	3,611
1894-95	957	764	1,217	2,938	373	96	22	491	46	1,376	860	1,239	3,475
1895-96	1,154	742	1,171	3,067	179	93	23	295	65	1,398	835	1,194	3,427
1896-97	899	732	1,002	2,633	93	110	19	222	40	1,032	842	1,021	2,895
1897-98	489	650	1,051	2,193	149	86	12	247	33	674	736	1,006	2,476
1898-99	1,081	662	1,114	2,857	106	103	29	238	48	1,235	765	1,143	3,143
Total	15,538	11,130	16,335	43,003	2,582	1,698	280	4,560	764	18,884	12,828	16,615	48,327

VIII.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea in Vessels belonging to British Possessions Abroad.

Years.	Deaths in Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft. (See Table 42 and Note to Table 43.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Tables 29 to 34.)	By other Accidents. (See Table 35.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Note to Table 43.)	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	179	99	78	356	18	—	—	18	53	250	99	78	427
1885-86	258	102	80	440	28	—	—	28	162	448	102	80	630
1886-87	180	116	91	387	165	—	—	165	22	367	116	91	574
1887-88	254	121	80	455	20	—	—	20	14	388	121	80	489
1888-89	151	106	59	316	39	—	—	39	12	202	106	59	367
1889-90	215	75	81	371	1	—	—	1	8	224	75	81	380
1890-91	189	77	76	342	9	—	—	9	8	206	77	76	359
1891-92	167	96	73	336	33	—	—	33	89	289	96	73	458
1892-93	206	64	43	313	42	—	—	42	32	280	64	43	387
1893-94	212	75	48	335	17	—	—	17	35	264	75	48	387
1894-95	152	68	40	260	43	—	—	43	32	227	68	40	335
1895-96	145	44	32	221	9	—	—	9	30	184	44	32	260
1896-97	53	33	31	117	13	—	—	13	19	85	33	31	149
1897-98	169	33	20	222	5	—	—	5	5	179	33	20	232
1898-99	160	28	28	216	16	—	—	16	33	209	28	28	265
Total	2,690	1,137	880	4,687	458	—	—	458	554	3,702	1,137	880	5,669
(b.) Lives Lost in Steam Vessels.													
1884-85	1	1	4	6	—	—	—	—	—	1	1	4	6
1885-86	61	—	6	67	—	—	—	—	2	63	—	6	69
1886-87	124	4	7	135	—	—	—	—	3	127	4	7	138
1887-88	38	4	15	57	—	—	—	—	—	38	4	15	57
1888-89	14	3	11	28	—	—	—	—	—	14	3	11	28
1889-90	15	5	6	26	—	—	—	—	1	16	5	6	27
1890-91	36	4	9	49	—	—	—	—	—	36	4	9	49
1891-92	166	11	18	195	—	—	—	—	—	166	11	18	195
1892-93	13	4	10	27	—	—	—	—	—	13	4	10	27
1893-94	39	2	12	53	—	—	—	—	16	55	2	12	69
1894-95	106	3	7	116	—	—	—	—	—	106	3	7	116
1895-96	9	2	10	21	—	—	—	—	—	9	2	10	21
1896-97	38	6	6	50	—	—	—	—	—	38	6	6	50
1897-98	125	6	17	148	—	—	—	—	—	125	6	17	148
1898-99	11	5	12	28	—	—	—	—	1	12	5	12	29
Total	796	60	150	1,006	—	—	—	—	23	819	60	150	1,029
(c.) Total.													
1884-85	180	100	82	362	18	—	—	18	53	251	100	82	433
1885-86	319	102	86	507	28	—	—	28	164	511	102	86	699
1886-87	304	120	98	522	165	—	—	165	25	494	120	98	712
1887-88	292	125	95	512	20	—	—	20	14	326	125	95	546
1888-89	165	109	70	344	39	—	—	39	12	216	109	70	395
1889-90	230	80	87	397	1	—	—	1	9	240	80	87	407
1890-91	225	81	85	391	9	—	—	9	8	242	81	85	408
1891-92	333	107	91	531	33	—	—	33	89	455	107	91	653
1892-93	219	68	53	340	42	—	—	42	32	293	68	53	414
1893-94	251	77	60	388	17	—	—	17	51	316	77	60	453
1894-95	258	71	47	376	43	—	—	43	32	333	71	47	451
1895-96	154	46	42	242	9	—	—	9	30	193	46	42	281
1896-97	91	39	57	167	13	—	—	13	19	123	39	57	199
1897-98	294	39	37	370	5	—	—	5	5	304	39	37	400
1898-99	171	33	40	244	16	—	—	16	34	221	33	40	294
Total	3,486	1,197	1,010	5,693	458	—	—	458	577	4,521	1,197	1,010	6,728

IX.—STATEMENT showing the Number of Deaths of Seamen from all causes in Rivers and Harbours in Vessels belonging to British Possessions Abroad.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Act.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft. (See Table 75.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Table 77.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Note to Table 78.)	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total
(a.) Lives Lost in Sailing Vessels.													
1884-85	—	37	53	90	—	—	—	—	9	9	37	53	99
1885-86	1	39	82	122	1	—	—	1	2	4	39	82	126
1886-87	6	31	103	140	—	—	—	—	3	9	31	103	143
1887-88	—	22	79	101	—	—	—	—	5	5	22	79	106
1888-89	5	18	56	79	—	—	—	—	9	14	18	56	88
1889-90	—	20	60	80	—	—	—	—	18	18	20	60	98
1890-91	—	27	74	101	—	—	—	—	6	6	27	74	107
1891-92	2	16	113	131	—	—	—	—	1	3	16	113	132
1892-93	—	21	76	97	—	—	—	—	13	13	21	76	110
1893-94	1	22	75	98	—	—	—	—	—	1	22	75	98
1894-95	—	21	75	96	—	—	—	—	—	—	21	75	96
1895-96	—	14	72	86	—	—	—	—	4	4	14	72	90
1896-97	—	9	19	28	—	—	—	—	—	—	9	19	28
1897-98	—	10	33	43	—	—	—	—	—	—	10	33	43
1898-99	—	10	27	37	—	—	—	—	1	1	10	27	38
Total	15	317	997	1,329	1	—	—	1	71	87	317	997	1,401
(b.) Lives Lost in Steam Vessels.													
1884-85	—	6	4	10	—	—	—	—	—	—	6	4	10
1885-86	2	9	15	26	—	—	—	—	34	36	9	15	60
1886-87	2	4	6	12	—	—	—	—	—	2	4	6	12
1887-88	—	4	4	8	—	—	—	—	9	9	4	4	17
1888-89	1	1	3	5	—	—	—	—	4	5	1	3	9
1889-90	1	2	7	10	—	—	—	—	9	10	2	7	19
1890-91	—	9	30	39	—	—	—	—	1	1	9	30	40
1891-92	—	6	18	24	—	—	—	—	3	3	6	18	27
1892-93	—	3	14	17	—	—	—	—	3	3	3	14	20
1893-94	—	6	15	21	—	—	—	—	7	7	6	15	28
1894-95	—	4	16	20	—	—	—	—	—	—	4	16	20
1895-96	—	6	16	22	—	—	—	—	14	14	6	16	36
1896-97	—	3	4	7	—	—	—	—	—	—	3	4	7
1897-98	—	7	15	22	—	—	—	—	—	—	7	15	22
1898-99	—	8	20	28	—	—	—	—	6	6	8	20	34
Total	6	78	187	271	—	—	—	—	90	96	78	187	361
(c.) Total.													
1884-85	—	43	57	100	—	—	—	—	9	9	43	57	109
1885-86	3	48	97	148	1	—	—	1	36	40	48	97	185
1886-87	8	35	109	152	—	—	—	—	3	11	35	109	155
1887-88	—	26	83	109	—	—	—	—	14	14	26	83	123
1888-89	6	19	59	84	—	—	—	—	13	19	19	59	97
1889-90	1	22	67	90	—	—	—	—	27	28	22	67	117
1890-91	—	36	104	140	—	—	—	—	7	7	36	104	147
1891-92	2	22	131	155	—	—	—	—	4	6	22	131	159
1892-93	—	24	90	114	—	—	—	—	16	16	24	90	130
1893-94	1	28	90	119	—	—	—	—	7	8	28	90	126
1894-95	—	25	91	116	—	—	—	—	—	—	25	91	116
1895-96	—	20	88	108	—	—	—	—	18	18	20	88	126
1896-97	—	12	23	35	—	—	—	—	—	—	12	23	35
1897-98	—	17	48	65	—	—	—	—	—	—	17	48	65
1898-99	—	18	47	65	—	—	—	—	7	7	18	47	72
Total	21	395	1,184	1,600	1	—	—	1	161	183	395	1,184	1,762

STATEMENT showing the Number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to British Possessions Abroad.

Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Act.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft.	Total.			
By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.												
179	126	131	446	18	—	—	18	62	259	136	131	526
259	141	163	563	29	—	—	29	184	452	141	163	755
186	147	194	527	165	—	—	165	25	376	147	194	717
264	143	159	566	20	—	—	20	19	293	143	159	595
156	121	115	396	39	—	—	39	21	216	124	115	455
215	95	141	451	1	—	—	1	26	242	95	141	478
189	104	150	443	9	—	—	9	14	212	104	150	466
169	112	186	467	33	—	—	33	90	292	112	186	590
206	85	119	410	42	—	—	42	45	293	85	119	497
213	97	123	433	17	—	—	17	35	265	97	123	485
152	89	115	356	43	—	—	43	32	227	89	115	431
145	58	104	307	9	—	—	9	34	188	58	104	350
53	42	50	145	13	—	—	13	19	85	42	50	177
169	43	53	265	5	—	—	5	5	179	43	53	275
160	38	55	253	16	—	—	16	34	210	38	55	303
2,705	1,454	1,837	6,016	459	—	—	459	625	3,789	1,454	1,837	7,100
(b.) Lives Lost in Steam Vessels.												
1	7	8	16	—	—	—	—	—	1	7	8	16
63	9	21	93	—	—	—	—	36	99	9	21	129
126	8	13	147	—	—	—	—	3	129	8	13	150
38	8	19	65	—	—	—	—	9	47	8	19	74
15	4	14	33	—	—	—	—	4	19	4	14	37
16	7	13	36	—	—	—	—	10	26	7	13	46
36	13	39	88	—	—	—	—	1	37	13	39	89
166	17	36	219	—	—	—	—	3	169	17	36	222
13	7	24	44	—	—	—	—	3	16	7	24	47
39	8	27	74	—	—	—	—	23	62	8	27	97
106	7	23	136	—	—	—	—	—	106	7	23	136
9	8	26	43	—	—	—	—	14	23	8	26	57
38	9	10	57	—	—	—	—	—	38	9	10	57
125	13	32	170	—	—	—	—	—	125	13	32	170
11	13	32	56	—	—	—	—	7	18	13	32	63
802	138	337	1,277	—	—	—	—	113	915	138	337	1,390
(c.) Total.												
180	143	139	462	18	—	—	18	62	260	143	139	542
322	150	183	655	29	—	—	29	300	551	150	183	884
312	155	207	674	165	—	—	165	28	505	155	207	867
292	151	178	621	20	—	—	20	28	340	151	178	669
171	128	129	428	39	—	—	39	25	235	128	129	492
231	102	154	487	1	—	—	1	36	268	102	154	524
225	117	186	531	9	—	—	9	15	249	117	189	555
335	129	222	686	33	—	—	33	93	461	129	222	812
219	92	143	454	42	—	—	42	48	309	92	143	544
252	105	150	507	17	—	—	17	58	327	105	150	582
258	96	138	492	43	—	—	43	32	333	96	138	567
154	66	130	350	9	—	—	9	48	211	66	130	407
91	51	60	202	13	—	—	13	19	123	51	60	234
294	56	85	435	5	—	—	5	5	304	56	85	445
171	51	87	309	16	—	—	16	41	228	51	87	366
3,507	1,592	2,194	7,293	459	—	—	459	738	4,704	1,592	2,194	8,490

XI.—SUMMARY.—STATEMENT showing the number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to the United Kingdom and British Possessions Abroad.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft.	Totals.			
	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	706	549	510	1,765	179	118	12	304	85	970	682	522	2,154
1885-86	959	486	606	2,051	153	98	15	266	208	1,320	584	621	2,525
1886-87	894	526	650	2,070	326	104	15	445	99	1,319	630	665	2,614
1887-88	911	634	536	1,980	182	206	12	400	59	1,308	742	547	2,441
1888-89	686	591	520	1,797	246	173	20	439	60	992	764	600	2,356
1889-90	661	505	558	1,724	146	122	17	284	77	883	627	575	2,085
1890-91	994	473	662	1,969	109	85	15	209	60	1,163	558	517	2,238
1891-92	919	406	641	2,026	219	69	12	300	146	1,284	567	653	2,504
1892-93	747	400	611	1,658	119	78	18	215	95	961	478	529	1,968
1893-94	826	454	497	1,777	248	83	23	354	92	1,166	537	520	2,223
1894-95	746	411	599	1,756	320	77	16	413	77	1,143	488	615	2,246
1895-96	782	381	514	1,677	173	67	19	259	97	1,062	448	533	2,033
1896-97	466	309	335	1,110	89	77	13	179	58	613	386	348	1,347
1897-98	424	274	348	1,046	120	64	10	194	39	583	388	358	1,279
1898-99	590	233	326	1,149	95	61	15	171	79	764	294	341	1,399
Total	11,311	6,594	7,652	25,557	2,723	1,509	282	4,484	1,331	15,365	8,103	7,884	31,352
(b.) Lives Lost in Steam Vessels.													
1884-85	668	295	503	1,466	—	1	1	2	1	669	296	504	1,469
1885-86	226	317	643	1,186	5	1	—	6	40	271	318	643	1,232
1886-87	767	322	653	1,742	—	4	2	6	8	775	326	655	1,756
1887-88	555	389	661	1,605	1	4	2	7	22	568	393	663	1,624
1888-89	447	378	653	1,478	29	5	—	34	8	484	383	663	1,530
1889-90	484	467	647	1,598	14	2	—	16	28	526	469	647	1,643
1890-91	439	433	729	1,601	4	6	1	11	2	445	439	730	1,614
1891-92	520	471	987	1,978	14	4	—	18	5	539	475	987	2,001
1892-93	442	341	691	1,474	11	7	3	21	11	464	348	694	1,506
1893-94	646	453	774	1,873	51	13	7	71	26	723	466	781	1,970
1894-95	469	449	756	1,674	96	19	6	121	1	566	463	763	1,796
1895-96	526	427	767	1,740	15	26	4	45	16	567	453	791	1,801
1896-97	524	474	727	1,725	17	33	6	56	1	542	507	733	1,782
1897-98	359	432	791	1,582	34	22	2	58	2	395	454	793	1,642
1898-99	662	490	875	2,027	27	42	14	83	10	699	522	899	2,110
Total	7,734	6,136	10,877	24,739	318	189	48	555	171	8,223	6,317	10,826	25,465
(c.) Total.													
1884-85	1,374	844	1,013	3,231	179	114	13	306	86	1,689	968	1,026	3,683
1885-86	1,185	803	1,249	3,237	158	99	15	272	248	1,591	902	1,264	3,757
1886-87	1,661	848	1,303	3,812	326	108	17	451	107	2,064	956	1,300	4,370
1887-88	1,466	923	1,196	3,585	182	212	14	409	71	1,720	1,125	1,210	4,055
1888-89	1,133	969	1,173	3,275	275	178	20	473	68	1,476	1,147	1,193	3,816
1889-90	1,145	972	1,205	3,322	159	124	17	300	105	1,469	1,096	1,222	3,727
1890-91	1,433	906	1,231	3,570	113	91	16	220	62	1,608	997	1,247	3,862
1891-92	1,439	899	1,628	4,066	233	103	12	348	151	1,823	1,042	1,640	4,505
1892-93	1,189	741	1,202	3,132	130	85	21	236	106	1,425	826	1,223	3,474
1893-94	1,472	907	1,271	3,650	299	96	30	425	118	1,889	1,003	1,301	4,193
1894-95	1,215	860	1,355	3,430	416	96	22	534	78	1,769	956	1,377	4,042
1895-96	1,308	808	1,301	3,417	186	96	26	308	119	1,609	901	1,324	3,834
1896-97	990	783	1,062	2,835	106	110	19	235	69	1,155	893	1,081	3,129
1897-98	783	706	1,139	2,628	154	86	12	252	41	978	792	1,151	2,921
1898-99	1,262	713	1,261	3,236	122	168	26	316	89	1,465	916	1,266	3,647
Total	19,045	12,722	18,529	50,296	3,041	1,698	280	5,019	1,502	23,588	14,420	18,909	56,817

*Ratings and Nationalities.*

show the Ratings and Nationalities of the persons who lost in Sea-going Vessels registered in the United Kingdom.

showing the Ratings and Nationalities of Seamen reported during at Sea, or in Rivers and Harbours by WRECKS OF, OR CASUALTIES in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Sea-going Vessels (*see* second column of Table VII.).

NATIONALITIES.																
Kingdom, uding of Man.		British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
In team Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.
21	57	1	1	2	2	1	3	1	—	1	—	—	—	40	23	63
58	110	1	—	1	3	2	5	3	4	7	—	—	—	59	64	123
2	7	2	1	3	—	1	1	3	7	10	—	—	—	10	11	21
10	18	—	—	—	2	1	3	2	8	10	—	—	—	12	19	31
—	5	—	—	—	—	—	—	2	—	2	—	—	—	7	—	7
1	1	—	—	—	—	1	1	—	1	1	—	—	—	—	3	3
1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	145	9	—	9	14	2	16	73	66	139	3	5	8	173	144	317
10	30	1	—	1	4	1	5	12	3	15	—	2	2	37	16	53
4	5	—	—	—	—	—	—	—	—	—	1	—	1	2	4	6
1	41	4	—	4	1	—	1	3	—	3	—	—	—	48	1	49
1	8	—	—	—	—	—	—	1	—	1	—	—	—	8	1	9
64	64	—	2	2	—	1	1	—	—	—	—	—	—	—	67	67
79	79	—	2	2	—	3	3	—	45	45	—	1	1	—	130	130
1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
7	7	—	—	—	—	1	1	—	4	4	—	—	—	—	12	12
5	5	—	—	—	—	—	—	—	1	1	—	—	—	—	6	6
1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	2	—	—	—	—	1	1	—	—	—	—	—	—	—	3	3
3	80	2	—	2	8	3	11	5	13	18	—	—	—	32	79	111
3	6	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
1	1	—	—	—	—	2	2	—	13	13	—	2	2	—	18	18
—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
—	—	—	—	—	—	—	—	—	—	—	2	—	2	2	—	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37	37
678	20	6	26	34	20	54	105	165	270	6	10	16	430	651	1,081	

XIII.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1898–99 as Lost at Sea, or in Rivers and Harbours, by ACCIDENTS other than wreck or CASUALTY, in Sea-going vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing vessels (*see* third column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.
Masters ... ..	6	9	15	—	—	—	—	—	—	—	—	—	—	—	—	6	9	15
Mates ... ..	23	23	46	—	1	1	1	1	2	—	—	—	—	—	—	24	25	49
Boatswains, &c. ...	4	10	14	—	—	—	—	—	—	1	2	3	—	—	—	5	12	17
Carpenters, &c. ...	1	5	6	—	—	—	—	—	—	—	3	3	—	—	—	1	8	9
Sailmakers... ..	2	—	2	—	—	—	—	—	—	1	1	2	—	—	—	3	1	4
Quartermasters ...	—	5	5	—	—	—	—	—	—	—	1	1	—	—	—	—	6	6
Lamp Trimmers ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1
Able Seamen ... ..	46	90	136	1	1	2	7	7	14	33	52	85	—	—	—	87	150	237
Ordinary Seamen...	22	7	29	—	1	1	2	1	3	4	1	5	—	—	—	28	10	38
Sailors undefined ...	1	5	6	—	—	—	—	—	—	1	—	1	—	—	—	2	5	7
Apprentices ... ..	23	2	25	—	—	—	1	—	1	—	—	—	—	—	—	24	2	26
Boys ... ..	4	3	7	—	—	—	—	—	—	2	1	3	—	—	—	6	4	10
Engineers ... ..	—	41	41	—	1	1	—	—	—	—	—	—	—	—	—	—	42	42
Firemen or "Fire- men and Trimmers."	—	64	64	—	—	—	—	2	2	—	21	21	—	—	—	—	87	87
Trimmers ... ..	—	4	4	—	—	—	—	—	—	—	1	1	—	—	—	—	5	5
Donkeymen ... ..	—	5	5	—	—	—	—	—	—	—	2	2	—	—	—	—	7	7
Oilmen and Greasers	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Other Persons in En- gineer's Department.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Surgeons ... ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pursers, &c. ... ..	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Cooks, Stewards, &c.	5	26	31	—	—	—	1	2	3	2	7	9	—	—	—	8	35	43
Stewardesses, &c. ...	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Cattlemen, &c. ... ..	—	—	—	—	—	—	—	1	1	—	8	8	—	—	—	—	9	9
Other Persons ... ..	1	—	1	—	—	—	—	—	—	—	3	3	—	—	—	1	3	4
Not stated ... ..	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Lascars ... ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42	42
<b>TOTAL ... ..</b>	<b>138</b>	<b>302</b>	<b>440</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>12</b>	<b>14</b>	<b>26</b>	<b>44</b>	<b>104</b>	<b>148</b>	<b>—</b>	<b>1</b>	<b>1</b>	<b>195</b>	<b>467</b>	<b>662</b>

XIV.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1898-99 as Lost at Sea or in Rivers and Harbours by DISEASE, &c., in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* fourth column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.
Masters ...	16	22	38	1	1	2	4	1	5	—	—	—	—	—	—	21	24	45
Mates ...	16	29	45	—	—	—	2	—	2	1	2	3	—	—	—	19	31	50
Boatwains, &c. ...	1	5	6	—	—	—	1	1	2	4	2	6	—	—	—	6	8	14
Carpenters, &c. ...	3	9	12	—	—	—	—	—	—	9	10	19	—	—	—	12	19	31
Sailmakers ...	3	—	3	—	—	—	1	—	1	—	—	—	—	—	—	4	—	4
Quartermasters ...	—	2	2	—	—	—	—	2	2	—	3	3	—	—	—	—	7	7
Lamp Trimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen ...	63	76	139	4	2	6	12	10	22	72	71	143	—	—	—	151	159	310
Ordinary Seamen	7	5	12	1	—	1	3	1	4	4	3	7	—	—	—	15	9	24
Sailors undefined	2	1	3	—	—	—	—	—	—	—	1	1	—	—	—	2	2	4
Apprentices ...	7	2	9	—	—	—	—	—	—	—	—	—	—	—	—	7	2	9
Boys ...	2	2	4	—	—	—	—	—	—	1	2	3	—	—	—	3	4	7
Engineers ...	—	50	50	—	5	5	—	4	4	—	—	—	—	—	—	—	59	59
Firemen or "Fire- men and Trim- mers."	—	76	76	—	2	2	—	2	2	—	59	59	—	—	—	—	139	139
Trimmers ...	—	17	17	—	1	1	—	—	—	—	4	4	—	—	—	—	22	22
Donkeymen ...	—	7	7	—	—	—	—	1	1	—	5	5	—	—	—	—	13	13
Oil men and Greasers	—	1	1	—	—	—	—	—	—	—	2	2	—	—	—	—	3	3
Other Persons in Engineer's De- partment.	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1
Surgeons ...	—	7	7	—	—	—	—	—	—	—	—	—	—	—	—	—	7	7
Purcers, &c. ...	—	7	7	—	—	—	—	1	1	—	—	—	—	—	—	—	8	8
Cooks, Stewards, &c.	12	70	82	1	2	3	3	9	12	11	10	21	—	1	1	27	92	119
Stewardesses, &c.	—	4	4	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
Cattlemen ...	—	2	2	—	—	—	—	—	—	—	4	4	—	—	—	—	6	6
Other Persons ...	—	4	4	—	—	—	1	1	2	—	1	1	—	—	—	1	6	7
Not stated ...	—	—	—	—	—	—	—	—	—	1	—	1	1	—	1	2	—	2
Lascars ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	218	219
<b>TOTAL ...</b>	<b>132</b>	<b>398</b>	<b>530</b>	<b>7</b>	<b>13</b>	<b>20</b>	<b>27</b>	<b>33</b>	<b>60</b>	<b>103</b>	<b>180</b>	<b>283</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>271</b>	<b>843</b>	<b>1,114</b>

XV. SUMMARY.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1898–99 as Lost at Sea or in Rivers and Harbours, from ALL CAUSES in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* fifth column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total
Masters ...	53	52	110	2	2	4	6	2	8	1	—	1	—	—	—	67	56	123
Mates ...	91	110	201	1	1	2	6	3	9	4	6	10	—	—	—	103	120	223
Boatswains, &c....	10	17	27	2	1	3	1	2	3	8	11	19	—	—	—	21	31	52
Carpenters, &c. ...	12	24	36	—	—	—	2	1	3	11	21	32	—	—	—	25	46	71
Sailmakers ...	10	—	10	—	—	—	1	—	1	3	1	4	—	—	—	14	1	15
Quartermasters...	—	8	8	—	—	—	—	3	3	—	5	5	—	—	—	—	16	16
Lamp Trimmers	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Other Petty Off- cers.	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1
Able Seamen ...	183	237	420	14	3	17	33	19	52	178	139	317	3	5	8	411	453	864
Ordinary Seamen	49	22	71	2	1	3	9	3	12	20	7	27	—	2	2	80	35	115
Sailors undefined	4	10	14	—	—	—	—	—	—	1	1	2	1	—	1	6	11	17
Apprentices ...	70	5	75	4	—	4	2	—	2	3	—	3	—	—	—	79	5	84
Boys ...	13	6	19	—	—	—	—	—	—	4	3	7	—	—	—	17	9	26
Engineers ...	—	155	155	—	8	8	—	5	5	—	—	—	—	—	—	—	168	168
Firemen or "Fire- men and Trim- mers."	—	219	219	—	4	4	—	7	7	—	125	125	—	1	1	—	356	356
Trimmers ...	—	22	22	—	1	1	—	—	—	—	5	5	—	—	—	—	28	28
Donkeymen ...	—	19	19	—	—	—	—	2	2	—	11	11	—	—	—	—	32	32
Oilmen & Greasers	—	7	7	—	—	—	—	—	—	—	3	3	—	—	—	—	10	10
Other Persons in Engineer's De- partment.	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Surgeons...	—	7	7	—	—	—	—	—	—	—	—	—	—	—	—	—	7	7
Pursers, &c. ...	—	10	10	—	—	—	—	2	2	—	—	—	—	—	—	—	12	12
Cooks, Stewards, &c.	34	159	193	3	2	5	12	14	26	18	30	48	—	1	1	67	206	273
Stewardesses, &c.	—	11	11	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Cattlemen ...	—	3	3	—	—	—	—	3	3	—	25	25	—	2	2	—	38	33
Other Persons ...	1	8	9	—	—	—	1	1	2	—	4	4	—	—	—	2	13	15
Not Stated ...	—	—	—	—	—	—	—	—	—	1	—	1	3	1	4	4	1	5
Lascars ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	297	298
Total ...	585	1,113	1,648	28	23	51	73	67	140	252	449	701	7	12	19	896	1,931	2,827

*Lives Saved from Shipwreck.*

To assist in realising the risk to human life by shipwreck, it may be useful to take into account the lives saved, as well as the lives lost.

The total number of seamen and passengers saved from wrecks of British vessels everywhere, and of Foreign vessels on or near the coasts of British territory, during the year 1898-99 was 7,033, of whom 2,679 were saved on or near the coasts of the United Kingdom, 2,104 on or near the coasts of British Possessions Abroad, 1,213 from British vessels on or near the coasts of Foreign countries, and 1,037 on the high seas.

Of the 2,679 lives saved on the coasts of the United Kingdom, *i.e.*, within a line drawn round the coasts about ten miles from the most prominent headlands as shown on the first chart in this return, 242 were saved by the rocket apparatus and assistance from the shore, 478 were saved by lifeboats, 200 were saved by coast-guard boats and other craft, 561 were saved by passing ships, and 1,092 were saved by the ships' own boats.

Of the 4,354 lives saved from wrecks abroad, 101 were saved by rocket apparatus and ropes from shore, and 133 by lifeboats, but the majority were saved by the ships' own boats (2,405), and by passing ships (1,405).

*Rates of Loss amongst Vessels and their Crews.*

The tables in the Wreck Abstract provide some of the materials for an investigation of the extent to which the various classes of vessels comprising the British Mercantile Marine, and their crews, are affected by the losses reported in each year. The statements which follow show the results of such an investigation for each of the fifteen years ended June 1899, as regards sea casualties to merchant vessels registered in the United Kingdom.

The figures relating to losses in each year ending June 30th are compared with the figures relating to employment in the calendar year ended in the previous December, with the exception that for the calendar year 1884 the figures relating to employment are not available in the form required, and the losses for the statistical year 1884-85 are therefore compared with the employment in the year ended in the following December.

Fishing vessels and their crews, and Lascars, are entirely excluded from the figures in the following tables, and yachts and their crews are entirely excluded from the figures for the last twelve years, though in the earlier years some were included. Casualties and loss of life in rivers and harbours are also excluded.

*Percentages of Sea Casualties amongst employed Vessels registered in the United Kingdom.*

XVI.—STATEMENT showing the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Fifteen Statistical Years ended June 1899 to have met with Sea Casualties, compared with the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were employed during each of the Fifteen Calendar Years ended December 1898, and remained on the Register at the end of each Year.

Years.	Vessels which were Employed during, and remained on the Register at the end of the Calendar Year.		Total Losses.			Serious Casualties.			Minor Casualties.			Total.		
			Ves-sels.	Ton-nage.	Percentage Lost to Employed.	Ves-sels.	Ton-nage.	Percentage Damaged to Employed.	Ves-sels.	Ton-nage.	Percentage Damaged to Employed.	Ves-sels.	Ton-nage.	Percentage Lost and Damaged to Employed.
	Ves-sels.	Tonnage.												
(a.) Sailing Vessels.														
1884-85	9,849	3,005,940	299	87,846	3.04	2.92	493	172,349	5.01	5.75	1.716	560,932	17.42	18.66
1885-86	9,849	3,005,940	311	111,668	3.16	3.71	499	157,636	5.37	5.34	1,561	511,070	15.86	18.00
1886-87	8,910	2,909,955	339	114,938	3.80	3.95	678	248,968	7.61	8.56	1,483	482,429	16.64	16.53
1887-88	8,561	2,783,551	293	109,012	3.42	3.91	561	222,599	6.55	8.01	1,375	537,441	16.06	18.95
1888-89	8,267	2,699,618	244	97,128	2.95	3.60	571	215,433	6.91	9.09	1,400	594,126	16.93	18.67
1889-90	8,052	2,637,332	234	83,402	2.91	3.39	504	192,991	6.26	7.32	1,297	426,769	16.11	16.18
1890-91	7,787	2,556,670	279	91,671	3.58	3.59	495	179,733	6.36	7.03	1,171	373,830	15.04	14.62
1891-92	7,488	2,561,496	287	98,769	3.83	3.85	668	306,453	8.92	11.95	1,421	479,473	18.93	18.69
1892-93	7,319	2,639,462	167	78,925	2.28	2.93	413	200,706	6.05	7.46	1,064	497,448	14.51	15.15
1893-94	7,067	2,637,416	260	78,353	3.63	2.97	490	222,420	6.93	8.43	1,425	497,296	20.16	18.85
1894-95	6,761	2,583,321	230	66,428	3.40	2.57	462	219,397	6.83	8.49	1,516	536,939	22.42	20.78
1895-96	6,373	2,476,477	189	94,085	2.97	3.80	383	188,636	6.01	8.02	1,342	561,870	21.06	22.69
1896-97	5,992	2,367,375	194	75,535	3.24	3.20	408	174,815	6.81	7.41	1,453	463,398	24.25	19.63
1897-98	5,692	2,219,510	162	41,251	2.85	1.86	336	179,599	5.90	8.09	1,321	447,856	23.21	20.18
1898-99	5,476	2,031,257	147	50,045	2.68	2.46	310	158,459	5.66	7.80	1,380	415,321	25.20	20.47
(b.) Steam Vessels.														
1884-85	4,707	3,758,663	153	120,633	3.25	3.21	573	451,859	12.17	12.02	1,438	654,473	30.55	17.41
1885-86	4,707	3,753,663	116	97,040	2.46	2.53	569	429,551	12.09	11.43	1,333	1,118,312	28.32	29.75
1886-87	4,522	3,781,663	130	95,023	2.87	2.51	740	626,140	16.36	16.56	1,465	1,261,752	32.40	33.45
1887-88	4,570	3,396,790	119	86,837	2.60	2.23	819	653,903	17.92	16.78	1,420	1,151,081	31.07	29.54
1888-89	4,821	3,123,387	114	81,537	2.37	1.93	1,002	847,299	20.79	20.26	1,463	1,199,296	30.35	23.67
1889-90	5,063	4,526,672	117	97,995	2.31	2.12	1,023	883,839	20.19	19.53	1,413	1,258,327	27.89	27.80
1890-91	5,269	4,861,379	128	111,394	2.43	2.29	1,022	877,574	19.40	18.06	1,451	1,293,954	27.54	26.62
1891-92	5,400	5,116,527	108	93,925	2.00	1.84	1,091	985,520	20.20	19.26	1,545	1,400,076	26.61	27.36
1892-93	5,499	5,337,738	92	73,157	1.67	1.37	930	887,132	16.91	16.62	1,281	1,191,599	23.30	22.32
1893-94	5,546	5,473,203	139	116,780	2.51	2.13	925	852,630	13.68	15.58	1,733	1,590,447	31.25	29.06
1894-95	5,638	5,633,871	110	81,126	1.95	1.42	721	705,769	12.81	12.40	2,192	2,096,341	33.88	36.62
1895-96	5,627	5,853,932	116	113,532	2.06	1.94	778	806,065	13.83	13.77	1,995	1,963,032	35.45	33.53
1896-97	5,627	6,047,731	95	94,142	1.69	1.56	851	1,004,058	15.18	16.60	2,401	2,485,295	42.67	41.09
1897-98	5,570	6,131,591	104	95,249	1.87	1.56	791	907,606	14.20	14.80	2,157	2,265,393	33.73	36.95
1898-99	5,631	6,367,685	112	121,828	1.99	1.91	823	987,500	14.62	15.51	2,307	2,550,334	40.97	40.19
(c.) Total.														
1884-85	14,556	6,761,605	453	208,479	3.11	3.08	1,066	624,705	7.32	9.23	3,154	1,215,455	21.67	17.97
1885-86	14,556	6,761,605	427	208,708	2.93	3.09	1,063	597,207	7.34	8.68	2,894	1,659,382	19.88	24.53
1886-87	13,432	6,690,623	469	209,961	3.49	3.14	1,418	875,108	10.56	13.08	2,943	1,747,181	21.95	26.11
1887-88	13,131	6,681,341	412	195,849	3.14	2.93	1,380	876,502	10.61	13.12	2,795	1,678,525	21.29	25.13
1888-89	13,067	6,682,033	358	177,665	2.74	2.53	1,573	1,092,737	12.02	15.88	2,863	1,703,424	21.88	24.75
1889-90	13,118	7,161,004	351	185,397	2.68	2.59	1,527	1,076,887	11.61	15.03	2,710	1,685,096	20.66	23.52
1890-91	13,066	7,416,979	407	203,065	3.12	2.74	1,517	1,057,307	11.62	14.26	2,622	1,667,781	20.08	22.49
1891-92	12,888	7,631,923	395	192,694	3.06	2.51	1,759	1,291,973	13.65	16.82	2,966	1,879,479	23.01	21.47
1892-93	12,818	8,027,300	259	152,082	2.02	1.89	1,373	1,087,838	10.71	13.65	2,345	1,598,957	18.29	19.92
1893-94	12,613	8,110,951	399	195,163	3.16	2.41	1,415	1,075,060	11.22	13.25	3,153	2,087,633	25.04	25.74
1894-95	12,399	8,277,192	340	147,554	2.74	1.78	1,186	925,166	9.57	11.13	3,708	2,633,283	29.91	31.81
1895-96	12,000	8,330,459	305	207,617	2.54	2.49	1,161	1,004,701	9.67	12.06	3,337	2,521,833	27.81	30.31
1896-97	11,619	8,408,006	289	169,727	2.49	2.02	1,262	1,178,903	10.86	14.02	3,651	2,948,603	33.17	35.07
1897-98	11,262	8,351,101	266	136,500	2.36	1.63	1,127	1,087,205	10.01	13.02	3,478	2,713,251	30.88	32.49
1898-99	11,107	8,398,942	259	171,873	2.33	2.06	1,133	1,145,968	10.20	13.64	3,687	2,475,158	33.20	35.42

*Percentages of Sea Casualties involving Loss of Life, amongst employed Vessels registered in the United Kingdom, and of Deaths of Seamen by such Casualties amongst Seamen employed.*

XVII.—STATEMENT showing the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Fifteen Statistical Years ended June 1899 to have met with Sea Casualties involving Loss of Life, compared with the Number and Tonnage of Merchant Vessels which were employed during each of the Fifteen Calendar Years ended December 1898, and remained on the Register at the end of each Year; and also the number of Seamen lost compared with the Total Number of Seamen required to man the employed Vessels.

Years.	Vessels which met with Sea Casualties attended with Loss of Life.			Total Number of Seamen employed (including Masters).	Lives Lost in Vessels Totally Lost.				Lives Lost in Vessels Partially Lost.			
	No.	Tonnage.	Percentage of Tonnage attended with Loss of Life to Total Tonnage employed.		Crew.		Passengers and others.	Total.	Crew.		Passengers and others.	Total.
					No.	Percentage of Men lost to Men employed.			No.	Percentage of Men lost to Men employed.		

## (a.) Sailing Vessels.

1884-85	117	54,354	1·81	81,018	456	·56	20	476	70	·09	6	76
1885-86	105	66,364	2·21	81,018	640	·79	16	656	55	·17	—	55
1886-87	123	72,082	2·48	74,343	631	·84	374	895	58	·08	1	59
1887-88	101	70,826	2·51	69,821	599	·86	10	609	53	·08	—	53
1888-89	99	68,078	2·52	66,736	478	·72	68	546	48	·07	—	48
1889-90	89	64,354	2·44	64,661	394	·61	4	398	47	·07	—	47
1890-91	129	58,669	2·30	62,154	766	1·23	17	783	34	·05	—	34
1891-92	119	74,070	2·89	60,765	669	1·09	31	691	40	·07	—	40
1892-93	82	67,753	2·52	61,325	478	·78	14	492	50	·08	—	50
1893-94	115	73,128	2·77	59,188	545	·92	7	552	62	·10	—	62
1894-95	125	81,131	3·14	56,754	527	·93	8	535	56	·10	1	57
1895-96	85	76,344	3·08	53,825	597	1·11	28	625	37	·07	—	37
1896-97	70	49,334	1·09	50,858	375	·74	4	379	33	·06	1	34
1897-98	61	48,870	2·20	47,286	208	·44	5	213	38	·08	1	39
1898-99	77	65,838	3·24	43,445	267	·84	13	280	58	·13	2	60

## (b.) Steam Vessels.

1884-85	80	83,391	2·22	108,154	564	·52	24	588	59	·05	18	77
1885-86	34	29,568	·79	108,154	135	·12	25	160	18	·02	2	20
1886-87	67	63,132	1·67	102,015	516	·51	47	563	41	·04	9	50
1887-88	57	52,850	1·36	103,504	422	·41	66	488	30	·03	3	33
1888-89	51	56,109	1·34	109,669	320	·29	716	1,036	32	·03	9	41
1889-90	69	76,512	1·69	116,434	386	·33	163	549	46	·04	4	50
1890-91	65	77,477	1·59	122,342	323	·26	4	327	51	·04	557	608
1891-92	58	63,443	1·24	126,728	267	·20	7	264	45	·04	4	49
1892-93	44	60,656	1·14	127,703	253	·20	22	275	39	·03	5	44
1893-94	78	80,402	1·45	128,479	521	·40	12	533	51	·04	25	76
1894-95	63	71,447	1·25	129,739	255	·20	1,155	1,410	49	·04	3	52
1895-96	59	76,327	1·30	129,089	387	·30	417	804	29	·02	8	37
1896-97	73	112,760	1·86	131,145	301	·23	36	340	65	·05	3	68
1897-98	46	62,347	1·02	131,156	164	·12	37	191	49	·04	1	50
1898-99	82	124,373	1·95	133,471	544	·41	132	676	63	·05	3	66

## (c.) Total.

1884-85	197	137,645	2·03	189,172	1,020	·54	44	1,064	129	·07	24	153
1885-86	139	95,932	1·42	189,172	775	·41	41	816	73	·04	2	75
1886-87	190	135,214	2·02	176,358	1,137	·64	321	1,458	99	·06	10	109
1887-88	158	123,676	1·85	173,325	1,021	·59	76	1,097	83	·05	3	86
1888-89	150	124,187	1·80	176,405	798	·45	784	1,582	80	·05	9	89
1889-90	158	140,866	1·94	181,065	780	·43	167	947	98	·05	4	97
1890-91	194	136,176	1·84	184,496	1,089	·59	21	1,110	85	·05	557	642
1891-92	177	137,513	1·79	187,593	917	·49	38	955	85	·05	4	89
1892-93	126	128,409	1·60	189,028	731	·39	96	827	89	·05	5	94
1893-94	193	153,530	1·89	187,667	1,066	·56	19	1,085	118	·06	25	133
1894-95	188	152,578	1·84	186,493	782	·42	1,163	1,945	105	·06	4	109
1895-96	144	152,671	1·83	182,914	984	·54	445	1,429	66	·04	8	74
1896-97	143	162,094	1·93	182,003	679	·37	40	719	96	·05	4	102
1897-98	107	111,217	1·33	178,442	362	·20	42	404	87	·05	2	89
1898-99	159	190,211	2·26	176,916	911	·51	145	1,056	121	·07	5	126

*Note.*—This and the following Tables do not include *Leasars* or other Asiatics on Oriental articles of agreement.

*Percentages of Deaths amongst Seamen employed at Sea.*

XVIII.—Statement showing the Number of Deaths of Seamen reported during each of the Fifteen Statistical Years ended June 1899 as having occurred at Sea from various causes in Merchant Vessels registered in the United Kingdom, compared with the Number of Seamen required to man the Vessels which were Employed during each of the Fifteen Calendar Years ended December 1898, and remained on the Register on the 31st December in each Year.

Years.	By Wrecks and Casualties.			By Accidents other than Wrecks or Casualties.			By Disease, &c.			Total.			
	Crew.		Passengers and others.	Crew.		Passengers and others.	Crew.		Passengers and others.	Crew.		Passengers and others.	Total.
	No.	Percentage.		No.	Percentage.		No.	Percentage.		No.	Percentage.		
(a.) Sailing Vessels.													
1884-85	526	'65	26	259	'32	9	200	'25	600	985	1'22	635	1,620
1885-86	695	'86	16	224	'28	4	234	'29	344	1,153	1'42	364	1,517
1886-87	679	'91	275	233	'31	6	202	'27	297	1,114	1'50	578	1,692
1887-88	652	'93	10	315	'45	3	209	'30	300	1,176	1'68	313	1,489
1888-89	526	'79	68	332	'50	2	209	'31	225	1,067	1'80	295	1,362
1889-90	441	'68	4	276	'43	6	206	'32	167	923	1'43	177	1,100
1890-91	800	1'29	17	228	'37	9	203	'33	289	1,231	1'98	315	1,546
1891-92	700	1'15	31	225	'37	6	220	'36	313	1,145	1'88	350	1,495
1892-93	528	'86	14	197	'32	3	152	'25	334	877	1'43	351	1,228
1893-94	607	1'03	7	245	'41	7	164	'27	326	1,016	1'71	240	1,256
1894-95	583	1'03	9	221	'39	12	182	'32	423	986	1'74	444	1,430
1895-96	634	1'18	26	228	'42	7	173	'22	299	1,035	1'92	334	1,369
1896-97	408	'80	5	179	'35	6	135	'27	216	722	1'42	227	940
1897-98	246	'52	6	146	'31	4	160	'34	157	552	1'17	167	719
1898-99	425	'98	15	129	'30	2	149	'34	109	703	1'62	126	829
(b.) Steam Vessels.													
1884-85	623	'58	42	101	'09	23	231	'21	689	955	'88	754	1,709
1885-86	153	'14	27	110	'10	11	201	'37	568	554	'51	606	1,160
1886-87	557	'55	56	100	'10	18	215	'21	592	872	'85	866	1,338
1887-88	452	'44	69	219	'21	22	265	'26	554	996	'90	645	1,581
1888-89	352	'32	725	154	'14	28	218	'20	597	724	'66	1,350	2,074
1889-90	432	'37	167	197	'17	31	259	'22	562	888	'76	760	1,648
1890-91	374	'31	561	137	'11	24	267	'22	557	778	'64	1,142	1,920
1891-92	302	'24	11	161	'13	24	372	'29	569	838	'66	604	1,442
1892-93	292	'23	87	103	'08	15	210	'16	599	806	'47	671	1,476
1893-94	572	'44	37	164	'12	83	284	'22	803	1,020	'79	873	1,893
1894-95	304	'23	1,158	168	'12	109	274	'21	647	736	'57	1,914	2,650
1895-96	416	'32	425	149	'12	30	266	'20	676	831	'64	1,131	1,908
1896-97	369	'28	29	204	'16	24	263	'20	638	836	'64	701	1,537
1897-98	203	'15	38	120	'09	37	240	'18	670	563	'43	745	1,308
1898-99	677	'45	135	137	'12	31	249	'19	626	1,013	'76	792	1,805
(c.) Total.													
1884-85	1,149	'61	68	360	'19	32	431	'23	1,289	1,940	1'03	1,389	3,329
1885-86	848	'45	43	334	'18	15	525	'28	912	1,707	'90	970	2,677
1886-87	1,236	'70	331	333	'19	24	417	'24	989	1,986	1'13	1,244	3,230
1887-88	1,104	'64	79	534	'31	25	474	'27	854	2,112	1'22	958	3,070
1888-89	878	'50	793	486	'28	30	427	'24	822	1,791	1'02	1,945	3,436
1889-90	873	'48	171	473	'26	37	465	'26	729	1,811	1'00	937	2,748
1890-91	1,174	'64	578	365	'20	33	470	'25	846	2,009	1'09	1,457	3,466
1891-92	1,002	'53	42	389	'21	30	592	'32	882	1,933	1'06	954	2,937
1892-93	820	'43	101	300	'16	18	362	'19	903	1,482	'78	1,022	2,504
1893-94	1,179	'63	44	409	'21	40	448	'23	1,029	2,036	1'08	1,113	3,149
1894-95	887	'47	1,167	379	'20	121	456	'24	1,070	1,722	'92	2,358	4,060
1895-96	1,050	'57	453	377	'21	37	489	'24	975	1,866	1'02	1,465	3,331
1896-97	777	'43	44	383	'21	30	398	'22	854	1,558	'86	928	2,486
1897-98	449	'25	44	266	'15	41	400	'22	897	1,115	'62	912	2,027
1898-99	1,032	'58	150	296	'16	33	393	'22	735	1,716	'96	918	2,634

*Death Rates amongst Seamen at Sea.*

The Death Rates during the Fifteen Years ended June 1899, amongst Seamen employed in Vessels registered in the United Kingdom, are shown in the following Table:—

Years.	Percentages and Proportions.		
	(1) Deaths by Wrecks and Casualties.	(2) Deaths by all Accidents, including those in Col. 1.	(3) Deaths by Accidents, Disease, &c., including those in Cols. 1 and 2.
1884-85	·61 per cent., or 1 in 164	·8 per cent., or 1 in 125	1·03 per cent., or 1 in 97
1885-86	·45 " " 1 " 223	·62 " " 1 " 160	·90 " " 1 " 111
1886-87	·7 " " 1 " 142	·89 " " 1 " 112	1·13 " " 1 " 88
1887-88	·64 " " 1 " 157	·95 " " 1 " 106	1·22 " " 1 " 82
1888-89	·50 " " 1 " 200	·77 " " 1 " 129	1·02 " " 1 " 98
1889-90	·48 " " 1 " 207	·74 " " 1 " 135	1·00 " " 1 " 100
1890-91	·64 " " 1 " 157	·83 " " 1 " 120	1·09 " " 1 " 92
1891-92	·53 " " 1 " 187	·74 " " 1 " 135	1·06 " " 1 " 95
1892-93	·43 " " 1 " 231	·59 " " 1 " 169	·78 " " 1 " 128
1893-94	·63 " " 1 " 158	·84 " " 1 " 119	1·08 " " 1 " 92
1894-95	·47 " " 1 " 210	·68 " " 1 " 147	·92 " " 1 " 108
1895-96	·57 " " 1 " 175	·78 " " 1 " 128	1·02 " " 1 " 98
1896-97	·43 " " 1 " 234	·64 " " 1 " 157	·86 " " 1 " 117
1897-98	·25 " " 1 " 397	·40 " " 1 " 250	·62 " " 1 " 160
1898-99	·58 " " 1 " 171	·74 " " 1 " 134	·96 " " 1 " 103

*Inquiries into Shipping Casualties.*

Preliminary inquiry is held into the circumstances attending every casualty to a British ship, and if it appear from the information thus obtained that any public interest would be served by further investigation, a formal inquiry is instituted.

During the year 1898-99, 177 formal inquiries were held, of which 77 were held in the United Kingdom before magistrates, 89 before courts in British Possessions Abroad, and 11 before naval courts in Foreign countries. In 111 instances the casualties were found to be owing, partly or wholly, to neglect or default on the part of persons on board the vessels, and in 57 the inquiry resulted in the cancellation or suspension of the certificates of the masters or officers.

Seven inquiries were also held by inspectors appointed by the Board of Trade.

*Explanatory Statement.*

The figures relating to vessels and "crews" employed are taken from the Annual Statement of Navigation and Shipping, the number of hands, including the master and officers, but excluding Lascars, on the first articles of agreement, being allowed for every vessel which went to sea during the year and remained on the register at the end of the year. A certain per-centage of the vessels which are thus included in the employment tables must necessarily have been under repair or out of employment for some portion of the year, and the aggregate of the crews with which they are credited must therefore be in excess of the number of seamen constantly employed. If the result of the annual census taken four times in the year 1898 be assumed to represent the actual number of seamen constantly employed, that number is less by 11 per cent. than the number on which the foregoing calculations are based.

The words "crew" and "seamen" in the foregoing statements and throughout the return include, unless otherwise stated, masters and all persons entered in the articles of agreement, but the last three tables do not include Lascars or other Asiatics on Oriental articles of agreement. Pilots, masters' families, and all other persons not on the articles of agreement, are included under the head of "passengers."

For the number of Lascars whose deaths are included in the tables in Parts I. and II., see Tables 18 and 35.

When tonnage is given in the return it is net register tonnage.

The words "United Kingdom," as used in this return, include the Isle of Man, but do not include the Channel Islands.

Casualties to and loss of life from Her Majesty's ships have been entirely eliminated from the tables in the preface, and are not included in any of the tables in the body of the return except Tables 53, 54, and 57 to 61.

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*Grand Totals.*

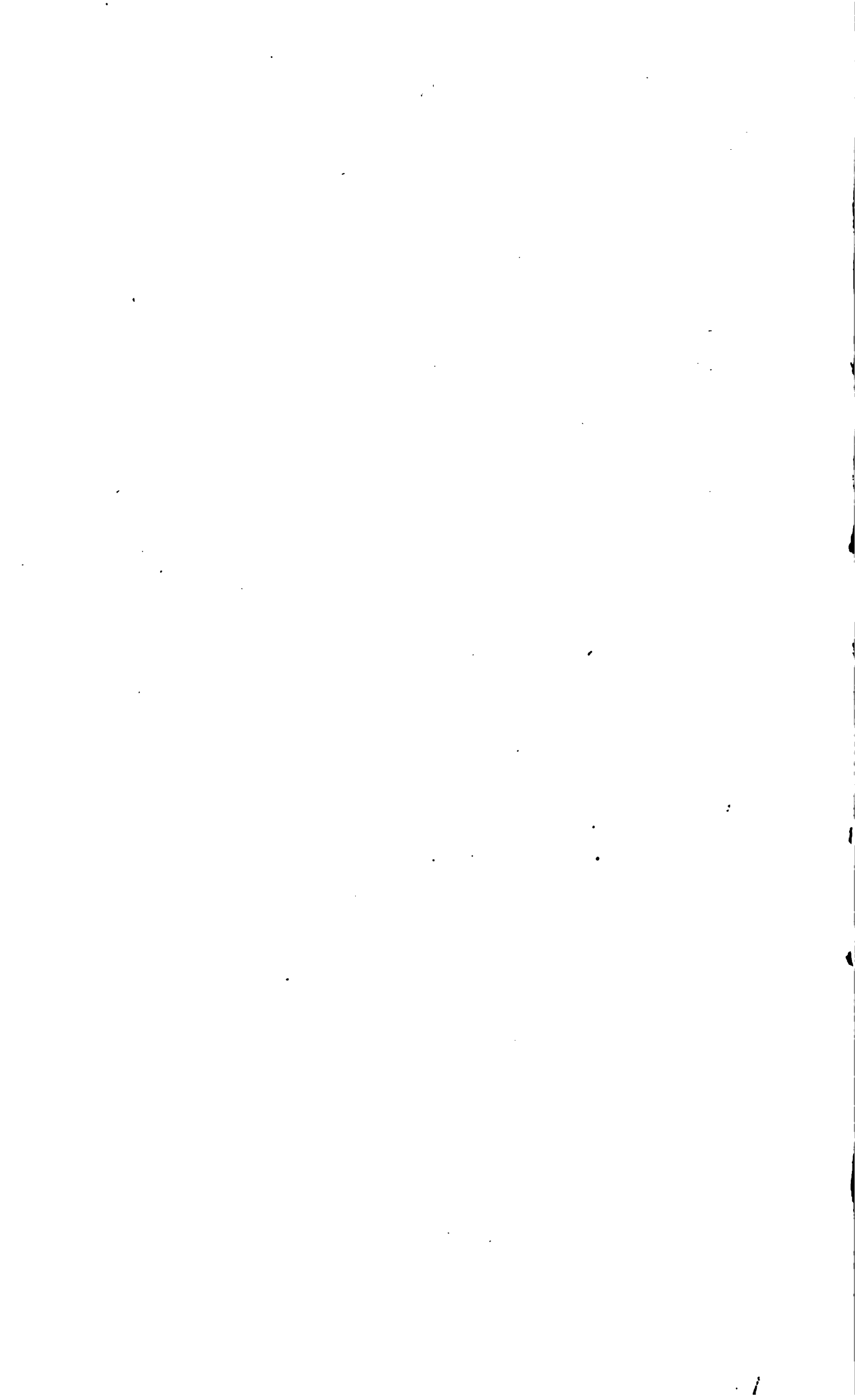
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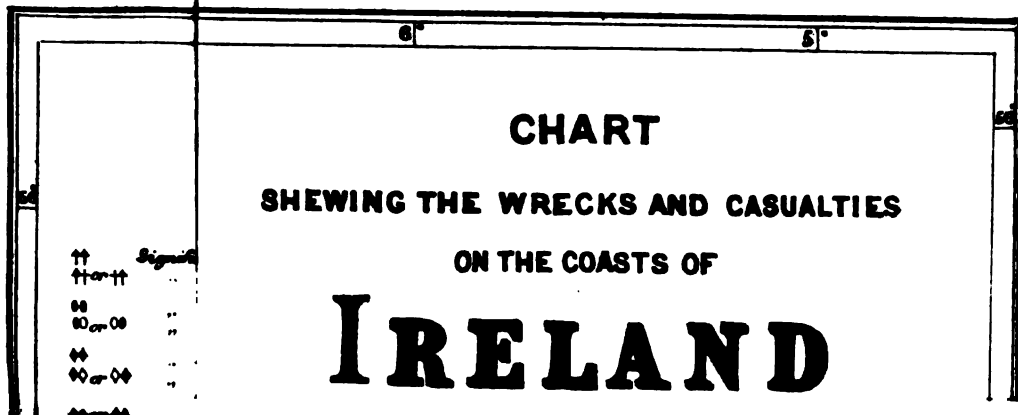
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BOARD OF TRADE WRECK REGISTER

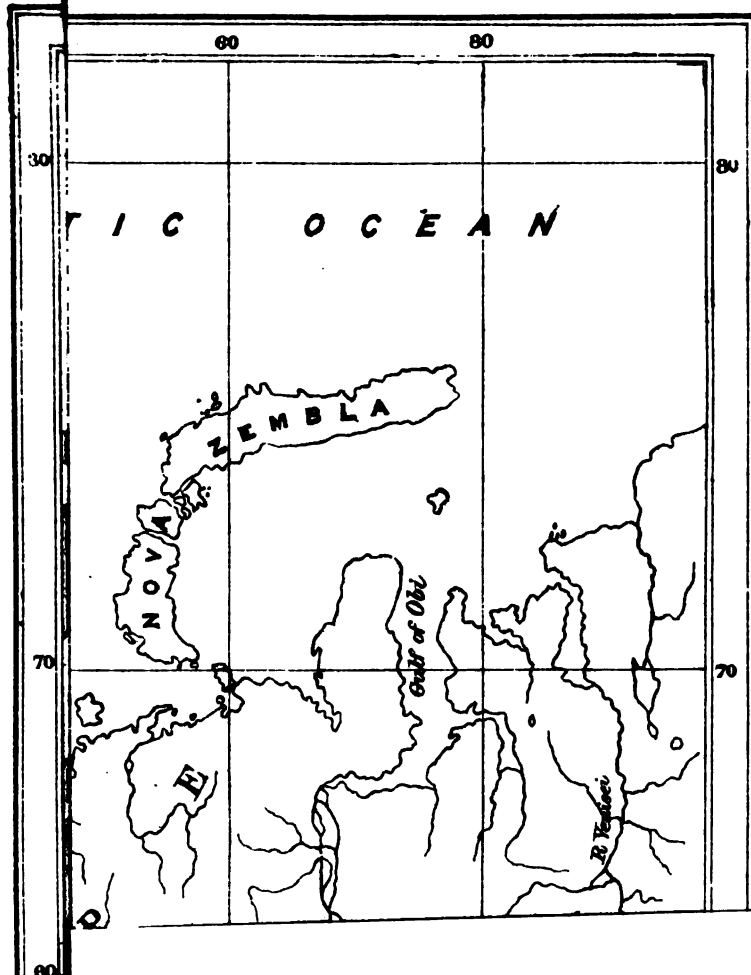
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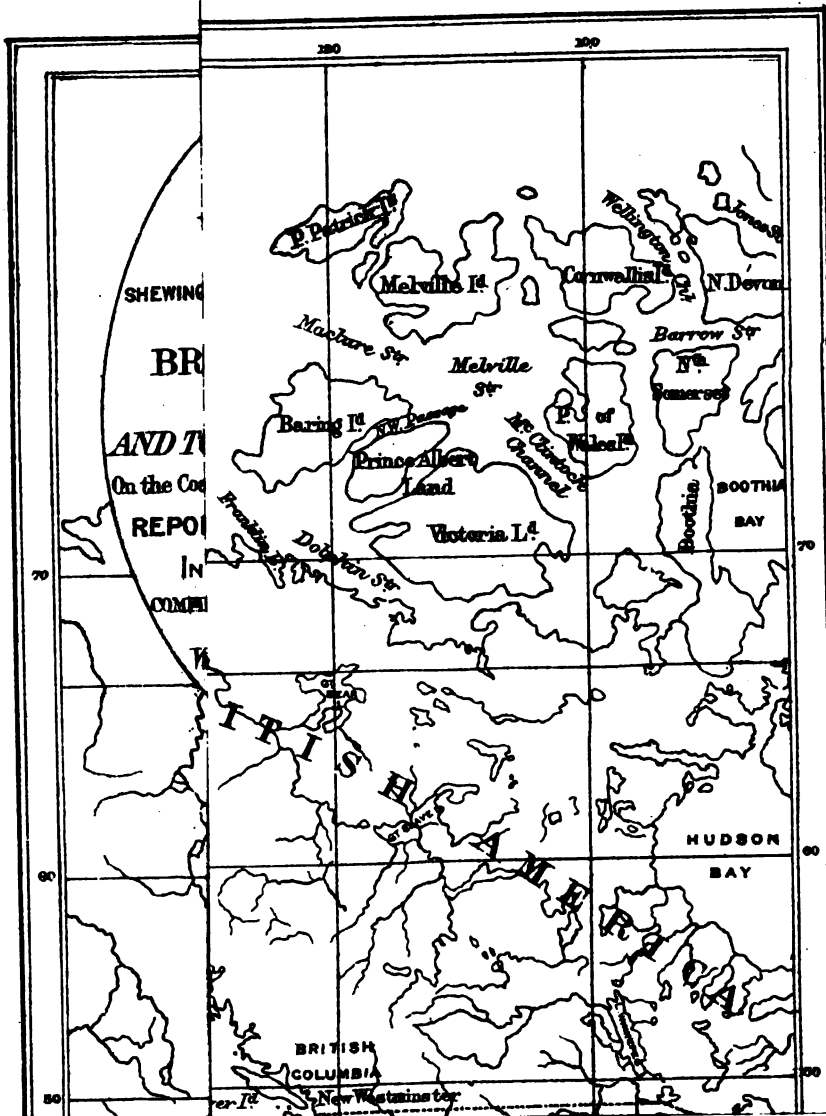


++	Signified
++	the position of
++	the wreck or
++	the casualty











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## **PART I.**

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**Tables relating to SEA CASUALTIES to, and LIVES LOST AT  
SEA from, MERCHANT VESSELS REGISTERED IN THE  
UNITED KINGDOM under the Merchant Shipping Acts,  
exclusive of Yachts and Fishing Vessels.**

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Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 1. Totals :—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	30	6,678	—	—	—	—	30	6,678
Strandings	76	22,935	88	14,321	356	66,218	520	103,474
Collisions	18	1,702	70	23,730	345	64,711	433	90,143
Other Causes	5	3,960	152	120,408	679	284,895	836	409,263
Missing Vessels	18	14,770	—	—	—	—	18	14,770
TOTAL	147	50,045	310	158,459	1,380	415,824	1,837	624,328
(b.) Steam Vessels.								
Foundering	24	19,281	—	—	—	—	24	19,281
Strandings	50	58,240	235	255,904	618	609,978	903	924,122
Collisions	19	16,772	130	126,143	482	433,920	631	576,835
Other Causes	7	8,509	458	605,462	1,207	1,515,436	1,672	2,129,407
Missing Vessels	12	19,026	—	—	—	—	12	19,026
TOTAL	112	121,828	823	987,509	2,307	2,559,334	3,242	3,668,671
(c.) Total.								
Foundering	54	25,959	—	—	—	—	54	25,959
Strandings	126	81,175	323	270,225	974	676,196	1,423	1,027,596
Collisions	37	18,474	200	149,873	827	498,631	1,064	666,978
Other Causes	12	12,469	610	725,870	1,886	1,800,331	2,508	2,538,670
Missing Vessels	30	33,796	—	—	—	—	30	33,796
TOTAL	259	171,873	1,133	1,145,968	3,687	2,975,158	5,079	4,292,999

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

**TABLE 2. Home and Foreign Trades:—**Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Foundering .. .. .	21	1,535	—	—	—	—	21	1,535
Strandings .. .. .	58	3,954	78	6,408	320	24,361	456	34,723
Collisions .. .. .	17	1,398	58	4,495	315	25,663	390	31,556
Other Causes .. .. .	3	237	64	6,139	466	41,817	533	48,193
Missing Vessels .. .. .	7	821	—	—	—	—	7	821
<b>TOTAL .. .. .</b>	<b>106</b>	<b>7,945</b>	<b>200</b>	<b>17,042</b>	<b>1,101</b>	<b>91,541</b>	<b>1,407</b>	<b>116,828</b>
(2.) FOREIGN TRADE.								
Foundering .. .. .	9	5,143	—	—	—	—	9	5,143
Strandings .. .. .	18	18,981	10	7,913	36	41,857	64	68,751
Collisions .. .. .	1	394	12	19,235	30	39,048	43	58,687
Other Causes .. .. .	2	3,723	88	114,269	213	243,078	303	381,070
Missing Vessels .. .. .	11	13,949	—	—	—	—	11	13,949
<b>TOTAL .. .. .</b>	<b>41</b>	<b>42,100</b>	<b>110</b>	<b>141,417</b>	<b>279</b>	<b>323,983</b>	<b>430</b>	<b>507,500</b>
(3.) TOTAL.								
Foundering .. .. .	30	6,678	—	—	—	—	30	6,678
Strandings .. .. .	78	22,935	89	14,321	356	66,218	520	103,474
Collisions .. .. .	18	1,702	70	23,730	345	64,711	433	90,143
Other Causes .. .. .	5	3,960	152	120,403	679	284,895	836	409,263
Missing Vessels .. .. .	18	14,770	—	—	—	—	18	14,770
<b>TOTAL .. .. .</b>	<b>147</b>	<b>50,045</b>	<b>310</b>	<b>158,459</b>	<b>1,380</b>	<b>415,824</b>	<b>1,837</b>	<b>624,323</b>

## (b.) Steam Vessels.

(1.) HOME TRADE.								
Foundering .. .. .	13	2,323	—	—	—	—	13	2,323
Strandings .. .. .	14	3,434	74	13,505	320	48,416	308	65,415
Collisions .. .. .	7	1,913	55	15,251	229	385,277	291	382,444
Other Causes .. .. .	2	62	104	18,933	257	53,453	363	72,448
Missing Vessels .. .. .	2	1,534	—	—	—	—	2	1,534
<b>TOTAL .. .. .</b>	<b>38</b>	<b>9,266</b>	<b>233</b>	<b>47,752</b>	<b>706</b>	<b>467,146</b>	<b>977</b>	<b>624,164</b>
(2.) FOREIGN TRADE.								
Foundering .. .. .	11	16,958	—	—	—	—	11	16,958
Strandings .. .. .	36	54,806	161	242,339	398	561,562	505	832,707
Collisions .. .. .	12	14,859	75	110,889	253	68,643	340	194,391
Other Causes .. .. .	5	8,447	354	584,539	950	1,461,983	1,309	2,056,959
Missing Vessels .. .. .	10	17,492	—	—	—	—	10	17,492
<b>TOTAL .. .. .</b>	<b>74</b>	<b>112,562</b>	<b>590</b>	<b>939,767</b>	<b>1,601</b>	<b>2,092,188</b>	<b>2,365</b>	<b>3,144,507</b>
(3.) TOTAL.								
Foundering .. .. .	24	19,281	—	—	—	—	24	19,281
Strandings .. .. .	80	58,340	235	255,944	618	609,978	903	934,122
Collisions .. .. .	19	16,772	130	126,143	482	433,920	631	578,835
Other Causes .. .. .	7	8,509	458	605,462	1,207	1,515,436	1,673	2,129,407
Missing Vessels .. .. .	12	19,028	—	—	—	—	12	19,028
<b>TOTAL .. .. .</b>	<b>112</b>	<b>121,838</b>	<b>823</b>	<b>987,509</b>	<b>2,307</b>	<b>2,559,334</b>	<b>3,242</b>	<b>3,668,671</b>

## (c.) Total.

(1.) HOME TRADE.								
Foundering .. .. .	34	3,858	—	—	—	—	34	3,858
Strandings .. .. .	73	7,388	152	19,973	540	72,777	764	100,138
Collisions .. .. .	24	3,311	113	19,749	544	390,940	681	414,060
Other Causes .. .. .	5	299	168	25,072	723	95,270	896	120,641
Missing Vessels .. .. .	9	2,355	—	—	—	—	9	2,355
<b>TOTAL .. .. .</b>	<b>144</b>	<b>17,211</b>	<b>433</b>	<b>64,794</b>	<b>1,807</b>	<b>558,987</b>	<b>2,394</b>	<b>640,992</b>
(2.) FOREIGN TRADE.								
Foundering .. .. .	20	22,101	—	—	—	—	20	22,101
Strandings .. .. .	64	73,787	171	250,252	434	603,419	659	827,458
Collisions .. .. .	13	15,163	87	130,124	283	107,691	383	252,978
Other Causes .. .. .	7	12,170	442	700,798	1,163	1,705,061	1,612	2,418,029
Missing Vessels .. .. .	21	31,441	—	—	—	—	21	31,441
<b>TOTAL .. .. .</b>	<b>115</b>	<b>151,662</b>	<b>700</b>	<b>1,081,174</b>	<b>1,880</b>	<b>2,416,171</b>	<b>2,695</b>	<b>3,632,007</b>
(3.) TOTAL.								
Foundering .. .. .	54	25,959	—	—	—	—	54	25,959
Strandings .. .. .	126	81,175	323	270,225	974	676,196	1,423	1,027,596
Collisions .. .. .	37	18,474	200	148,873	827	488,631	1,064	686,978
Other Causes .. .. .	12	12,469	610	733,870	1,886	1,800,351	2,506	2,538,670
Missing Vessels .. .. .	30	33,796	—	—	—	—	30	33,796
<b>TOTAL .. .. .</b>	<b>259</b>	<b>171,873</b>	<b>1,133</b>	<b>1,145,968</b>	<b>3,687</b>	<b>2,975,158</b>	<b>5,079</b>	<b>4,222,969</b>

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 3. **CARGOES**.—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Foundering.	Stranding.				Collisions.				Other Causes.				Missing Vessels.	Total.				
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	
Ballast .. .. .	4	14	13	94	121	3	17	78	98	—	17	78	95	5	26	47	250	323	623
Timber .. .. .	4	4	—	13	17	—	1	1	8	—	9	38	37	1	5	10	48	48	63
Grain .. .. .	4	4	10	27	41	1	4	17	22	—	11	54	65	1	10	25	98	133	168
Coal .. .. .	11	18	37	83	128	6	14	66	86	—	35	170	205	5	40	76	332	408	484
Metallic Ores, &c. .	—	3	3	4	10	1	—	3	4	—	6	15	21	—	4	9	22	35	44
Machinery, Wrought Iron, &c.	—	—	4	6	10	—	1	1	7	—	3	6	9	—	8	18	36	44	62
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	6	16	18	81	115	5	24	67	96	1	20	144	165	2	30	63	282	345	427
Salt, Soda, Potash, &c. . . . .	—	2	2	8	12	—	1	3	4	—	4	16	20	—	2	7	27	34	43
Guano, &c. . . . .	—	3	6	4	13	—	1	9	10	—	13	42	55	1	4	20	55	75	98
Dung, &c. . . . .	—	—	—	8	8	—	—	5	5	—	—	10	10	—	—	—	23	23	30
Hay, Straw, &c. . . . .	—	—	—	—	—	—	—	3	3	—	—	—	—	—	—	—	3	3	4
Sugar, Molasses, &c.	—	1	—	—	1	—	—	1	1	—	1	1	2	—	1	1	2	3	4
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	2	2	—	—	—	2	2	3
Potatoes, Fruit, &c.	—	2	—	3	5	—	—	4	4	—	—	6	6	—	2	—	13	15	19
Cotton, Wool, &c. . . . .	—	—	—	2	2	—	—	1	1	—	3	8	11	—	3	11	14	14	18
Wine, Spirits, &c. . . . .	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	1	1	1	1
Fish, Oil, &c. . . . .	3	1	2	2	5	1	—	1	1	—	1	12	13	2	7	3	14	24	31
General .. .. .	2	6	1	5	12	—	2	5	7	1	15	37	53	—	18	47	74	92	119
Explosive Oils, &c.	—	1	—	3	4	—	1	3	4	3	4	7	14	1	5	13	23	27	35
Various .. .. .	—	1	2	11	14	1	1	14	16	—	7	34	41	—	2	10	59	71	92
Unknown .. .. .	—	—	—	2	2	—	3	49	52	—	3	9	12	—	—	6	60	66	88
TOTAL .. .. .	30	76	88	356	520	18	70	345	433	5	153	679	696	13	147	310	1,380	1,657	2,047

(b.) **Steam Vessels.**

Ballast .. .. .	4	8	58	174	240	3	34	166	208	3	144	233	380	—	18	236	573	827	1,216
Timber .. .. .	1	3	16	23	42	—	3	9	12	—	14	116	130	1	6	33	148	181	234
Grain .. .. .	4	5	27	58	90	1	4	25	30	—	24	112	136	3	13	55	285	360	465
Coal .. .. .	7	15	43	85	123	7	31	70	108	—	64	155	219	2	31	138	290	369	469
Metallic Ores, &c. .	1	1	15	63	79	1	7	18	28	1	18	89	108	—	5	40	170	215	275
Machinery, Wrought Iron, &c.	—	—	6	10	16	—	1	5	6	1	7	6	14	—	1	14	21	36	47
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	1	8	17	28	1	1	8	10	—	4	19	23	—	3	13	44	60	77
Salt, Soda, Potash, &c.	1	—	1	8	9	—	—	1	1	—	6	5	11	—	1	7	14	22	28
Guano, &c. . . . .	—	—	6	8	14	—	2	3	5	—	3	14	17	—	11	25	36	46	59
Dung, &c. . . . .	—	—	—	—	—	—	—	1	1	—	2	2	4	—	—	3	5	7	9
Hay, Straw, &c. . . . .	—	—	—	1	1	—	3	1	4	—	—	4	4	—	3	6	9	12	15
Sugar, Molasses, &c.	—	—	—	9	9	1	—	2	3	—	7	17	24	1	2	28	37	47	61
Tea, Coffee, Spices, &c.	—	—	—	2	2	—	—	—	—	—	2	1	3	—	2	3	5	7	9
Potatoes, Fruit, &c.	—	—	1	6	7	—	1	—	1	—	4	11	15	—	6	17	23	30	39
Cotton, Wool, &c. . . . .	—	1	3	8	12	—	3	3	6	—	11	23	34	1	2	17	34	45	59
Wine, Spirits, &c. . . . .	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	1	1	1
Fish, Oil, &c. . . . .	—	—	1	4	5	—	—	1	1	—	2	1	3	—	3	6	9	12	15
General .. .. .	4	15	41	130	186	5	31	112	148	2	122	328	472	3	29	194	570	726	925
Explosive Oils, &c.	—	—	—	9	9	—	2	2	4	—	5	9	14	—	—	7	20	27	35
Various .. .. .	1	1	6	9	16	—	3	5	8	—	6	28	33	—	2	15	40	57	74
Unknown .. .. .	—	—	8	14	17	—	4	50	54	—	13	36	48	—	—	19	100	119	154
<b>TOTAL .. .. .</b>	<b>24</b>	<b>50</b>	<b>235</b>	<b>618</b>	<b>903</b>	<b>19</b>	<b>130</b>	<b>482</b>	<b>631</b>	<b>7</b>	<b>458</b>	<b>1,207</b>	<b>1,672</b>	<b>12</b>	<b>113</b>	<b>823</b>	<b>2,307</b>	<b>2,932</b>	<b>3,769</b>

(c.) **Total.**

Ballast .. .. .	8	22	71	268	361	6	51	244	301	3	161	311	475	5	44	263	823	1,123	1,459
Timber .. .. .	1	7	16	36	59	—	4	16	20	—	28	144	187	2	10	43	186	240	309
Grain .. .. .	8	9	37	85	131	2	8	42	52	—	35	166	201	4	23	60	285	360	465
Coal .. .. .	18	33	70	148	251	13	46	139	197	—	99	325	424	7	71	314	612	807	1,041
Metallic Ores, &c. .	1	4	18	67	89	2	7	21	30	1	24	104	129	1	9	49	192	250	324
Machinery, Wrought Iron, &c.	—	—	10	16	26	—	2	11	13	1	10	12	23	—	1	22	39	61	78
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	7	17	28	98	141	6	25	75	106	1	24	163	188	2	33	75	336	444	579
Salt, Soda, Potash, &c.	1	2	8	16	21	—	1	4	5	—	10	21	31	—	3	14	41	55	72
Guano, &c. . . . .	—	3	12	12	27	—	3	12	15	—	16	56	72	1	4	31	80	115	148
Dung, &c. . . . .	—	—	—	8	8	—	—	6	6	—	2	12	14	—	—	2	16	20	26
Hay, Straw, &c. . . . .	—	—	—	1	1	—	3	4	7	—	—	4	4	—	3	8	9	12	15
Sugar, Molasses, &c.	—	—	—	9	9	1	—	3	4	—	8	18	26	1	3	30	39	51	66
Tea, Coffee, Spices, &c.	—	—	—	2	2	—	—	—	—	—	2	3	5	—	2	5	7	9	12
Potatoes, Fruit, &c.	—	2	1	6	7	—	1	—	1	—	4	17	21	—	2	6	30	39	51
Cotton, Wool, &c. . . . .	—	1	3	8	12	—	3	3	6	—	14	31	45	1	2	20	45	61	78
Wine, Spirits, &c. . . . .	—	—	—	—	—	—	—	1	1	—	1	—	1	—	—	1	1	1	1
Fish, Oil, &c. . . . .	3	1	4	5	10	1	—	1	1	—	3	13	16	2	7	6	20	27	35
General .. .. .	6	21	42	135	198	5	33	117	155	3	137	365	505	3	38	213	617	805	1,041
Explosive Oils, &c.	—	1	—	12	13	—	3	5	8	—	9	16	23	1	5	12	33	42	55
Various .. .. .	1	2	8	20	30	1	4	19	24	—	13	60	73	—	4	25	66	86	111
Unknown .. .. .	—	—	8	16	19	—	7	99	106	—	15	45	60	—	—	35	100	135	175
<b>TOTAL .. .. .</b>	<b>54</b>	<b>126</b>	<b>323</b>	<b>974</b>	<b>1,423</b>	<b>37</b>	<b>300</b>	<b>837</b>	<b>1,064</b>	<b>12</b>	<b>610</b>	<b>1,886</b>	<b>2,508</b>	<b>30</b>	<b>259</b>	<b>1,133</b>	<b>3,787</b>	<b>5,079</b>	<b>6,658</b>

Note.—For the tonnage and cargoes of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 1.

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

**TABLE 4. Cargoes and Tonnage. Total Losses only :—**Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

## (a.) Sailing Vessels.

Cargoes.	Foundering.		Stranding.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast .. .. .	4	3,038	14	1,068	3	120	—	—	5	10,131	26	15,247
Timber .. .. .	—	—	4	432	—	—	—	—	1	298	5	718
Grain .. .. .	4	278	4	2,889	1	80	—	—	1	580	10	3,827
Coal .. .. .	11	1,541	18	3,217	6	902	—	—	5	1,687	40	7,347
Metallic Ores, &c. .. .	—	—	3	227	1	100	—	—	—	—	4	327
Machinery, Wrought Iron, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	6	404	16	1,080	5	371	1	96	2	197	30	2,148
Salt, Soda, Potash, &c. .. .	—	—	2	155	—	—	—	—	—	—	2	155
Guano, &c. .. .	—	—	3	3,744	—	—	—	—	1	102	4	3,846
Dung, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. .. .	—	—	1	1,301	—	—	—	—	—	—	1	1,301
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	2	102	—	—	—	—	—	—	2	102
Cotton, Wool, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	3	366	1	164	1	31	—	—	2	272	7	833
General .. .. .	2	1,051	6	5,844	—	—	1	2,606	—	—	9	9,501
Explosive Oils, &c. .. .	—	—	1	1,790	—	—	3	1,263	1	1,515	5	4,563
Various .. .. .	—	—	1	52	1	98	—	—	—	—	2	150
Unknown .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>30</b>	<b>6,678</b>	<b>76</b>	<b>22,935</b>	<b>18</b>	<b>1,702</b>	<b>5</b>	<b>3,960</b>	<b>18</b>	<b>14,770</b>	<b>147</b>	<b>50,045</b>

## (b.) Steam Vessels.

Ballast .. .. .	4	1,517	8	7,638	3	856	3	1,733	—	—	18	11,546
Timber .. .. .	1	1,474	3	3,034	—	—	—	—	1	1,937	5	6,445
Grain .. .. .	4	2,915	5	5,562	1	1,908	—	—	3	6,024	13	16,397
Coal .. .. .	7	3,822	15	8,613	7	6,501	—	—	2	1,584	51	20,473
Metallic Ores, &c. .. .	1	821	1	917	1	650	1	44	1	791	5	8,232
Machinery, Wrought Iron, &c. .. .	—	—	—	—	—	—	1	848	—	—	1	848
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	1	23	1	26	1	183	—	—	—	—	3	231
Salt, Soda, Potash, &c. .. .	1	2,897	—	—	—	—	—	—	—	—	1	2,897
Guano, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. .. .	—	—	—	—	1	196	—	—	1	1,542	2	1,738
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. .. .	—	—	1	2,096	—	—	—	—	1	1,573	2	3,669
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
General .. .. .	4	5,971	15	29,461	5	6,465	2	5,884	3	5,625	29	53,406
Explosive Oils, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Various .. .. .	1	43	1	903	—	—	—	—	—	—	2	946
Unknown .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>24</b>	<b>19,281</b>	<b>50</b>	<b>58,240</b>	<b>19</b>	<b>16,772</b>	<b>7</b>	<b>8,509</b>	<b>12</b>	<b>19,026</b>	<b>112</b>	<b>131,838</b>

## (c.) Total.

Ballast .. .. .	8	4,335	22	9,566	6	978	3	1,733	5	10,131	44	26,793
Timber .. .. .	1	1,474	7	3,466	—	—	—	—	2	2,233	10	7,163
Grain .. .. .	8	3,191	9	8,441	2	1,988	—	—	4	6,604	23	20,224
Coal .. .. .	18	5,363	33	11,830	13	7,406	—	—	7	3,221	71	27,830
Metallic Ores, &c. .. .	1	821	4	1,144	2	759	1	44	1	791	9	3,569
Machinery, Wrought Iron, &c. .. .	—	—	—	—	—	—	1	848	—	—	1	848
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	7	427	17	1,106	6	553	1	96	2	197	33	2,379
Salt, Soda, Potash, &c. .. .	1	2,897	2	155	—	—	—	—	—	—	3	3,052
Guano, &c. .. .	—	—	3	3,744	—	—	—	—	—	102	4	3,846
Dung, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. .. .	—	—	1	1,301	1	196	—	—	1	1,542	3	3,039
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	2	102	—	—	—	—	—	—	2	102
Cotton, Wool, &c. .. .	—	—	1	2,096	—	—	—	—	1	1,573	2	3,669
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	3	366	1	164	1	31	—	—	2	272	7	833
General .. .. .	6	7,022	21	35,306	5	6,465	3	8,490	3	5,625	38	62,907
Explosive Oils, &c. .. .	—	—	1	1,790	—	—	3	1,263	1	1,515	5	4,563
Various .. .. .	1	43	2	955	1	98	—	—	—	—	4	1,076
Unknown .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>54</b>	<b>25,959</b>	<b>126</b>	<b>81,175</b>	<b>37</b>	<b>18,474</b>	<b>12</b>	<b>12,469</b>	<b>30</b>	<b>33,796</b>	<b>259</b>	<b>171,873</b>

*Note.*—For the cargoes of merchant vessels registered in the United Kingdom which met with Sea Casualties, see Table 3.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 5. **Tonnages**.—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons .. ..	8	21	25	99	145	7	24	97	128	1	10	96	107	—	37	59	292	388
50 and under 100 tons ..	11	29	39	172	240	5	22	154	181	2	34	258	294	4	51	95	584	730
100 " 200 " ..	4	10	16	44	70	5	11	55	71	—	24	125	149	5	24	51	224	299
200 " 300 " ..	1	1	2	1	12	—	1	14	15	—	6	27	33	1	3	8	50	61
300 " 400 " ..	2	—	1	—	1	1	1	1	3	—	1	9	10	—	3	3	10	16
400 " 500 " ..	1	1	—	2	3	—	—	—	—	—	1	4	5	—	2	1	6	9
500 " 600 " ..	1	—	1	4	5	—	—	—	—	—	1	5	6	1	2	2	9	13
600 " 700 " ..	—	1	—	2	3	—	—	—	—	—	4	3	7	—	1	4	5	10
700 " 800 " ..	1	2	—	—	2	—	—	1	1	—	1	7	8	—	3	1	8	12
800 " 1,000 " ..	—	1	—	3	4	—	1	2	3	—	10	21	31	—	1	11	26	38
1,000 " 1,200 " ..	—	1	—	3	4	—	1	4	5	1	11	16	28	1	3	12	23	38
1,200 " 1,500 " ..	—	4	1	4	9	—	3	3	6	—	18	34	52	1	5	22	41	60
1,500 " 2,000 " ..	—	5	2	10	17	—	3	11	14	—	22	55	77	2	7	27	76	108
2,000 " 2,500 " ..	1	—	1	4	5	—	2	2	4	—	4	14	18	3	4	7	30	31
2,500 " 3,000 " ..	—	—	—	—	—	—	1	1	2	1	5	3	9	—	1	6	4	11
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	1	2	3	—	—	1	2	3
<b>TOTAL .. ..</b>	<b>30</b>	<b>76</b>	<b>88</b>	<b>356</b>	<b>520</b>	<b>18</b>	<b>70</b>	<b>345</b>	<b>433</b>	<b>5</b>	<b>152</b>	<b>679</b>	<b>836</b>	<b>18</b>	<b>147</b>	<b>310</b>	<b>1,330</b>	<b>1,637</b>

(b.) **Steam Vessels.**

Under 50 tons .. ..	6	6	15	42	63	2	13	63	78	2	23	53	78	—	16	51	158	225
50 and under 100 tons ..	1	2	15	51	68	—	7	37	44	—	29	51	80	—	3	51	139	193
100 " 200 " ..	3	3	28	50	81	2	6	40	48	—	25	72	97	—	8	59	161	229
200 " 300 " ..	2	3	9	26	38	1	6	19	26	1	13	39	53	—	7	28	84	119
300 " 400 " ..	—	—	6	27	33	—	8	16	24	—	7	26	33	—	—	21	69	90
400 " 500 " ..	—	1	6	27	34	2	5	33	40	—	11	37	48	—	3	22	97	122
500 " 600 " ..	1	3	10	14	27	—	9	34	43	—	13	27	40	—	4	32	75	111
600 " 700 " ..	1	3	6	25	34	3	7	20	30	—	17	49	66	—	7	30	94	131
700 " 800 " ..	1	2	10	19	41	—	4	24	28	—	12	66	78	3	6	16	119	151
800 " 1,000 " ..	1	5	14	32	51	3	11	33	47	1	27	91	119	—	10	52	156	218
1,000 " 1,200 " ..	2	3	14	55	72	—	7	30	37	—	30	106	136	—	5	51	191	247
1,200 " 1,500 " ..	1	5	26	83	114	3	17	30	50	1	44	161	206	1	11	67	274	373
1,500 " 2,000 " ..	3	6	41	93	140	2	15	42	59	1	113	224	338	6	18	100	359	546
2,000 " 2,500 " ..	—	4	15	40	59	—	9	27	36	—	59	101	160	1	5	63	166	236
2,500 " 3,000 " ..	1	1	13	9	23	—	3	14	16	—	20	60	80	—	2	35	83	120
3,000 tons and above ..	1	3	7	15	25	1	4	20	25	1	15	44	60	1	7	26	79	112
<b>TOTAL .. ..</b>	<b>24</b>	<b>50</b>	<b>235</b>	<b>618</b>	<b>903</b>	<b>19</b>	<b>130</b>	<b>482</b>	<b>631</b>	<b>7</b>	<b>458</b>	<b>1,267</b>	<b>1,672</b>	<b>13</b>	<b>112</b>	<b>823</b>	<b>2,307</b>	<b>3,243</b>

(c.) **Total.**

Under 50 tons .. ..	14	27	40	141	208	9	37	180	206	3	33	149	185	—	53	110	450	613
50 and under 100 tons ..	12	31	54	223	308	5	29	191	325	2	63	300	374	4	54	146	723	923
100 " 200 " ..	7	13	44	94	151	7	17	95	110	—	49	197	246	5	32	110	396	529
200 " 300 " ..	3	4	11	35	50	1	7	33	41	1	18	66	85	1	10	36	134	180
300 " 400 " ..	2	—	7	27	34	1	9	17	27	—	8	35	43	—	3	24	79	106
400 " 500 " ..	1	2	6	29	37	2	5	33	40	—	12	41	53	—	5	23	103	131
500 " 600 " ..	2	3	11	18	32	—	9	34	43	—	14	32	46	1	6	34	84	114
600 " 700 " ..	1	4	6	27	37	3	7	20	30	—	21	52	73	—	8	34	99	141
700 " 800 " ..	2	4	10	29	43	—	4	25	29	—	13	73	86	3	9	27	127	163
800 " 1,000 " ..	1	6	14	35	55	3	12	35	50	1	37	112	150	—	11	63	182	256
1,000 " 1,200 " ..	2	4	14	56	76	—	8	31	42	1	41	122	164	1	8	63	214	285
1,200 " 1,500 " ..	1	9	27	87	123	3	20	33	56	1	62	195	258	2	16	109	315	440
1,500 " 2,000 " ..	3	11	43	103	157	2	18	53	73	1	135	279	415	8	26	196	435	654
2,000 " 2,500 " ..	1	4	16	44	64	—	11	29	40	—	63	115	178	4	9	90	188	267
2,500 " 3,000 " ..	1	1	13	9	23	—	3	15	18	1	25	63	89	—	3	41	87	131
3,000 tons and above ..	1	3	7	15	25	1	4	20	25	1	16	46	63	1	7	27	81	115
<b>TOTAL .. ..</b>	<b>54</b>	<b>126</b>	<b>323</b>	<b>974</b>	<b>1,423</b>	<b>37</b>	<b>200</b>	<b>827</b>	<b>1,064</b>	<b>12</b>	<b>610</b>	<b>1,886</b>	<b>2,508</b>	<b>30</b>	<b>259</b>	<b>1,138</b>	<b>3,687</b>	<b>5,079</b>

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

**TABLE 6. Ages:**—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.**(a.) Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Founders.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 3 years .. .. .	—	—	—	6	6	—	3	15	18	—	2	14	16	1	1	5	35	41
3 and not exceeding 7 years	—	2	2	19	23	—	1	32	33	—	19	42	61	4	6	22	93	121
8 " " 10 "	2	2	1	16	19	1	4	19	24	1	12	26	39	2	8	17	61	86
11 " " 14 "	2	4	5	18	27	—	4	17	21	—	13	53	66	—	6	23	88	116
15 " " 20 "	—	4	8	29	41	2	14	41	57	—	14	76	90	2	8	36	146	190
21 " " 30 "	10	22	21	91	134	6	18	73	97	2	47	198	247	3	43	88	362	491
31 " " 40 "	10	24	25	91	140	4	13	90	107	1	29	146	176	5	44	67	327	438
41 " " 50 "	4	7	14	41	62	2	6	34	42	—	10	74	84	—	13	30	149	192
51 " " 60 "	1	9	7	19	35	2	3	7	12	1	4	29	34	—	13	14	55	82
61 " " 70 "	1	—	1	9	10	1	—	7	8	—	—	8	8	1	3	1	24	28
71 " " 80 "	—	—	1	6	7	—	—	5	5	—	1	6	7	—	—	2	17	19
81 " " 90 "	—	—	—	5	5	—	—	3	3	—	—	3	3	—	—	—	11	11
91 " " 100 "	—	—	—	2	2	—	—	—	—	—	—	1	1	—	—	—	3	3
101 years and upwards..	—	—	—	—	—	1	1	1	2	—	—	1	1	—	—	1	2	3
Unknown .. .. .	—	2	3	4	9	—	3	1	4	—	1	2	3	—	2	7	7	16
<b>TOTAL .. .. .</b>	<b>30</b>	<b>76</b>	<b>88</b>	<b>356</b>	<b>520</b>	<b>18</b>	<b>70</b>	<b>345</b>	<b>433</b>	<b>5</b>	<b>152</b>	<b>679</b>	<b>836</b>	<b>18</b>	<b>147</b>	<b>310</b>	<b>1,380</b>	<b>1,637</b>

**(b.) Steam Vessels.**

Under 3 years .. .. .	5	5	35	85	125	1	15	60	76	1	61	147	209	—	12	111	292	415
3 and not exceeding 7 years	5	3	64	155	222	3	19	113	135	1	121	241	363	3	15	204	509	728
8 " " 10 "	2	8	38	109	155	1	23	59	83	—	84	213	296	5	16	145	380	541
11 " " 14 "	1	4	21	67	92	2	13	38	53	—	43	135	178	2	9	77	240	326
15 " " 20 "	6	18	48	113	179	5	30	104	139	4	74	295	373	2	35	152	512	699
21 " " 30 "	2	9	20	61	90	2	20	70	92	—	61	132	193	—	13	101	263	377
31 " " 40 "	2	8	8	25	36	4	9	31	44	1	11	32	44	—	10	28	88	126
41 " " 50 "	1	—	1	3	4	1	1	7	9	—	2	11	13	—	2	4	21	27
51 " " 60 "	—	—	—	—	—	—	—	—	—	—	1	1	2	—	—	1	1	2
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>24</b>	<b>50</b>	<b>235</b>	<b>618</b>	<b>903</b>	<b>19</b>	<b>130</b>	<b>483</b>	<b>631</b>	<b>7</b>	<b>458</b>	<b>1,307</b>	<b>1,672</b>	<b>12</b>	<b>112</b>	<b>823</b>	<b>2,307</b>	<b>3,242</b>

**(c.) Total.**

Under 3 years .. .. .	5	5	35	91	131	1	18	75	94	1	63	161	225	1	13	110	327	456
3 and not exceeding 7 years	5	5	66	174	245	3	20	145	168	1	140	283	424	7	21	226	602	849
8 " " 10 "	4	10	39	125	174	2	27	78	107	1	98	238	335	7	24	162	441	627
11 " " 14 "	3	8	26	85	119	2	17	55	74	—	56	188	244	2	15	99	328	442
15 " " 20 "	6	22	56	142	220	7	44	145	196	4	88	371	463	4	43	188	658	899
21 " " 30 "	12	31	41	153	224	8	38	143	189	2	108	330	440	3	56	187	625	868
31 " " 40 "	12	27	33	116	176	8	22	121	151	2	40	178	220	5	54	95	415	564
41 " " 50 "	5	7	15	44	66	3	7	41	51	—	12	65	97	—	15	34	170	219
51 " " 60 "	1	9	7	19	35	2	3	7	12	1	5	30	36	—	13	15	56	84
61 " " 70 "	1	—	1	9	10	1	—	7	8	—	—	9	9	1	3	1	25	29
71 " " 80 "	—	—	1	6	7	—	—	5	5	—	1	6	7	—	—	2	17	19
81 " " 90 "	—	—	—	5	5	—	—	3	3	—	—	3	3	—	—	—	11	11
91 " " 100 "	—	—	—	2	2	—	—	—	—	—	—	1	1	—	—	—	3	3
101 years and upwards..	—	—	—	—	—	1	1	1	2	—	—	1	1	—	—	1	2	3
Unknown .. .. .	—	2	3	4	9	—	3	1	4	—	1	2	3	—	2	7	7	16
<b>TOTAL .. .. .</b>	<b>54</b>	<b>126</b>	<b>323</b>	<b>974</b>	<b>1,423</b>	<b>37</b>	<b>200</b>	<b>827</b>	<b>1,064</b>	<b>12</b>	<b>610</b>	<b>1,886</b>	<b>2,508</b>	<b>30</b>	<b>259</b>	<b>1,133</b>	<b>3,687</b>	<b>5,079</b>

Note.—For the tonnage and ages of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 7.

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

**TABLE 7. Ages and Tonnage.—Total Losses only:—**Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the AGES of the Vessels.**(a.) Sailing Vessels.**

Ages.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years .. .. .	—	—	—	—	—	—	—	—	1	1,362	1	1,362
3 and not exceeding 7 years .. .. .	—	—	2	1,834	—	—	—	—	4	7,956	6	9,790
8 .. .. . 10 .. .. .	2	2,538	2	3,122	1	100	1	2,806	2	2,419	8	10,796
11 .. .. . 14 .. .. .	2	197	4	4,568	—	—	—	—	—	—	6	4,765
15 .. .. . 20 .. .. .	—	—	4	3,600	2	112	—	—	2	350	8	4,161
21 .. .. . 30 .. .. .	10	2,179	22	5,337	6	815	2	1,163	3	1,944	43	11,498
31 .. .. . 40 .. .. .	10	1,069	34	3,169	4	412	1	95	5	630	44	5,305
41 .. .. . 50 .. .. .	4	575	7	542	2	141	—	—	—	—	13	1,958
51 .. .. . 60 .. .. .	1	82	9	476	2	88	1	96	—	—	13	742
61 .. .. . 70 .. .. .	1	48	—	—	1	34	—	—	1	100	3	182
71 .. .. . 80 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
81 .. .. . 90 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
91 .. .. . 100 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. .. .	—	—	2	197	—	—	—	—	—	—	2	197
<b>TOTAL .. .. .</b>	<b>80</b>	<b>6,678</b>	<b>76</b>	<b>22,935</b>	<b>18</b>	<b>1,702</b>	<b>5</b>	<b>3,900</b>	<b>18</b>	<b>14,770</b>	<b>147</b>	<b>50,045</b>

**(b.) Steam Vessels.**

Under 3 years .. .. .	5	4,713	5	16,907	1	1,827	1	211	—	—	12	23,659
3 and not exceeding 7 years .. .. .	5	1,746	3	4,370	3	3,729	1	4,486	3	5,964	15	20,285
8 .. .. . 10 .. .. .	2	4,445	8	7,861	1	1,908	—	—	5	7,731	16	21,855
11 .. .. . 14 .. .. .	1	29	4	3,710	2	1,993	—	—	2	3,069	9	8,701
15 .. .. . 20 .. .. .	6	5,755	18	19,862	5	5,008	4	3,794	2	2,282	35	56,698
21 .. .. . 30 .. .. .	2	1,742	9	4,751	2	687	—	—	—	—	13	7,180
31 .. .. . 40 .. .. .	2	828	3	779	4	1,543	1	18	—	—	10	3,168
41 .. .. . 50 .. .. .	1	28	—	—	1	182	—	—	—	—	2	206
51 .. .. . 60 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
61 .. .. . 70 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
71 .. .. . 80 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
81 .. .. . 90 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
91 .. .. . 100 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>24</b>	<b>19,281</b>	<b>50</b>	<b>58,240</b>	<b>19</b>	<b>16,772</b>	<b>7</b>	<b>8,509</b>	<b>12</b>	<b>19,026</b>	<b>112</b>	<b>121,828</b>

**(c.) Total.**

Under 3 years .. .. .	5	4,713	5	16,907	1	1,827	1	211	1	1,362	13	25,020
3 and not exceeding 7 years .. .. .	5	1,746	6	6,204	3	3,729	1	4,486	7	13,910	21	30,075
8 .. .. . 10 .. .. .	4	6,983	10	10,983	2	2,008	1	2,806	7	10,140	24	32,720
11 .. .. . 14 .. .. .	3	226	8	8,278	2	1,993	—	—	2	3,069	15	13,466
15 .. .. . 20 .. .. .	6	5,755	22	23,552	7	5,115	4	3,794	4	2,641	43	40,857
21 .. .. . 30 .. .. .	12	3,921	31	10,088	8	1,502	2	1,163	3	1,944	56	18,618
31 .. .. . 40 .. .. .	12	1,887	27	3,948	8	1,955	2	113	5	630	64	8,533
41 .. .. . 50 .. .. .	5	598	7	542	3	323	—	—	—	—	15	1,463
51 .. .. . 60 .. .. .	1	82	9	476	2	88	1	96	—	—	13	742
61 .. .. . 70 .. .. .	1	48	—	—	1	34	—	—	1	100	3	182
71 .. .. . 80 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
81 .. .. . 90 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
91 .. .. . 100 .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. .. .	—	—	2	197	—	—	—	—	—	—	2	197
<b>TOTAL .. .. .</b>	<b>54</b>	<b>25,959</b>	<b>126</b>	<b>81,175</b>	<b>37</b>	<b>18,474</b>	<b>12</b>	<b>12,469</b>	<b>30</b>	<b>33,796</b>	<b>259</b>	<b>171,873</b>

Note.—For the Ages of all Merchant Vessels registered in the United Kingdom which met with Sea Casualties, see Table A.

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 8.—Iron, Steel, Composite, or Wood :—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the MATERIALS of which the Vessels were CONSTRUCTED.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Foundering (Total Losses) .. ..	2	840	1	2,395	—	—	27	3,443	30	6,678
Strandings :										
Total Losses .. .. .	12	12,877	3	4,912	—	—	61	5,146	76	22,935
Serious Casualties .. .. .	6	6,957	—	—	—	—	82	7,364	88	14,321
Minor Casualties .. .. .	28	25,149	8	14,345	1	615	319	26,109	356	66,218
TOTAL .. .. .	46	44,983	11	19,267	1	615	462	38,619	520	103,474
Collisions :										
Total Losses .. .. .	—	—	—	—	—	—	18	1,702	18	1,702
Serious Casualties .. .. .	7	11,718	6	7,883	1	318	56	4,011	70	23,790
Minor Casualties .. .. .	22	21,299	15	16,893	1	318	307	26,201	345	64,711
TOTAL .. .. .	29	33,017	21	24,576	2	636	381	31,914	433	90,143
Other Causes :										
Total Losses .. .. .	1	1,117	1	2,606	—	—	3	137	5	3,901
Serious Casualties .. .. .	54	69,708	20	33,391	1	1,198	77	13,611	153	120,413
Minor Casualties .. .. .	123	143,569	53	87,624	—	—	504	63,702	679	234,895
TOTAL .. .. .	177	214,394	74	124,121	1	1,198	584	67,550	836	409,263
Missing Vessels .. .. .	2	1,745	6	11,046	—	—	10	1,379	18	14,770
From all Causes :										
Total Losses .. .. .	17	16,579	11	21,559	—	—	119	11,907	147	50,045
Serious Casualties .. .. .	67	88,333	26	43,574	2	1,516	215	24,986	310	158,459
Minor Casualties .. .. .	173	190,017	76	118,863	2	633	1,130	106,112	1,330	415,634
TOTAL .. .. .	256	294,979	113	183,995	4	2,449	1,464	142,605	1,837	624,338

## (b.) Steam Vessels.

Foundering (Total Losses) .. ..	14	8,544	10	10,737	—	—	—	—	24	19,281
Strandings :										
Total Losses .. .. .	31	26,439	17	31,740	—	—	2	61	50	58,240
Serious Casualties .. .. .	104	65,739	130	189,898	—	—	1	247	235	255,904
Minor Casualties .. .. .	301	201,567	315	408,353	1	26	1	32	618	609,978
TOTAL .. .. .	436	293,765	462	629,991	1	26	4	340	903	944,123
Collisions :										
Total Losses .. .. .	11	8,000	6	8,757	—	—	2	15	19	16,772
Serious Casualties .. .. .	77	57,284	50	68,801	1	7	2	51	190	129,143
Minor Casualties .. .. .	246	137,428	229	296,140	1	27	6	325	482	433,920
TOTAL .. .. .	324	202,712	285	373,698	2	34	10	391	631	576,835
Other Causes :										
Total Losses .. .. .	3	3,750	2	4,697	—	—	2	63	7	8,509
Serious Casualties .. .. .	165	150,511	280	454,665	2	54	11	232	458	605,462
Minor Casualties .. .. .	566	481,367	624	1,033,496	2	19	16	554	1,207	1,515,436
TOTAL .. .. .	733	635,628	906	1,492,858	4	73	29	848	1,672	2,129,407
Missing Vessels .. .. .	2	2,282	10	16,744	—	—	—	—	12	19,026
From all Causes :										
Total Losses .. .. .	61	49,015	45	72,675	—	—	6	138	112	121,828
Serious Casualties .. .. .	346	273,554	460	713,344	3	61	14	590	823	987,509
Minor Casualties .. .. .	1,112	830,362	1,168	1,737,989	4	73	911	911	2,307	2,569,334
TOTAL .. .. .	1,519	1,142,931	1,673	2,524,028	7	133	43	1,579	3,242	3,698,671

## (c.) Total.

Foundering (Total Losses) .. ..	16	9,384	11	13,132	—	—	27	3,443	54	25,959
Strandings :										
Total Losses .. .. .	43	39,316	20	36,652	—	—	63	5,207	126	81,175
Serious Casualties .. .. .	110	72,716	130	189,898	—	—	83	7,611	323	270,225
Minor Casualties .. .. .	329	226,716	323	422,698	2	641	330	26,141	974	676,196
TOTAL .. .. .	482	338,748	473	649,248	2	641	466	38,950	1,423	1,027,566
Collisions :										
Total Losses .. .. .	11	8,000	6	8,757	—	—	20	1,717	37	18,474
Serious Casualties .. .. .	84	69,002	56	76,484	2	325	58	4,062	200	149,833
Minor Casualties .. .. .	268	158,727	244	313,033	2	345	313	26,526	827	490,631
TOTAL .. .. .	363	235,729	306	398,274	4	670	391	32,305	1,064	660,978
Other Causes :										
Total Losses .. .. .	4	4,667	3	7,303	—	—	5	299	12	12,469
Serious Casualties .. .. .	219	220,219	300	490,556	3	1,252	88	13,843	610	725,870
Minor Casualties .. .. .	667	624,936	677	1,121,120	2	19	520	54,256	1,886	1,800,331
TOTAL .. .. .	910	850,022	980	1,618,979	5	1,271	613	68,398	2,508	2,538,670
Missing Vessels .. .. .	4	4,027	16	28,390	—	—	10	1,379	30	33,796
From all Causes :										
Total Losses .. .. .	78	65,594	56	94,234	—	—	125	12,045	259	171,873
Serious Casualties .. .. .	413	381,937	486	756,938	5	1,577	229	25,516	1,133	1,145,968
Minor Casualties .. .. .	1,264	1,010,379	1,244	1,866,851	6	1,006	1,153	106,823	3,687	2,976,156
TOTAL .. .. .	1,775	1,437,910	1,786	2,708,023	11	2,582	1,507	144,484	5,079	4,292,999

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions\*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the CAUSES to which the Casualties were attributed.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipments or Stowage.														
Improper Stowage or Ballasting .. .. .	—	—	—	—	—	—	2	1	3	—	—	2	1	3
Overloading .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	4	2	2	3	7	—	18	38	56	—	6	20	41	67
TOTAL .. .. .	4	2	2	3	7	—	20	39	59	—	6	22	42	70
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew .. .. .	—	21	15	99	135	—	—	9	9	—	21	15	108	144
Error, &c. of Pilots .. .. .	—	1	—	13	14	—	—	—	—	—	1	—	13	14
TOTAL .. .. .	—	22	15	112	149	—	—	9	9	—	22	15	121	158
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions .. .. .	—	—	—	—	—	—	1	—	1	—	—	1	—	1
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions .. .. .	—	—	—	—	—	2	—	1	3	—	2	—	1	3
Spontaneous Combustion of Coal .. .. .	—	—	—	—	—	—	3	4	7	—	—	3	4	7
"            "            Other Substances .. .. .	—	—	—	—	—	1	1	—	2	—	1	1	—	2
Fires, other than Spontaneous Combustion .. .. .	—	—	—	—	—	1	2	2	5	—	1	2	2	5
Inevitable Accident .. .. .	—	1	10	68	79	—	5	37	42	—	1	15	106	121
Striking Rocks or Shoals not marked on Charts .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Lights or Buoys on Coasts or Shoals .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice .. .. .	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Striking on Floating or Sunken Wreck .. .. .	—	1	2	1	4	—	—	4	4	—	1	2	5	8
Failure of Steering Gear .. .. .	—	1	1	—	2	—	—	5	5	—	1	1	5	7
Want of Pilot .. .. .	—	1	—	2	3	—	—	—	—	—	1	—	2	3
Bad management of, or want of power in, Steam Tugs, or defective Tow Ropes.	—	—	3	10	13	—	—	1	1	—	—	3	11	14
TOTAL .. .. .	—	4	16	81	101	4	12	54	70	—	8	28	136	171
CLASS 5.														
Unknown Cases .. .. .	1	1	2	9	12	—	5	10	15	18	20	7	19	46
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c. .. .. .	22	31	36	66	133	1	105	509	615	—	54	141	575	770
Heavy Seas .. .. .	3	2	3	10	15	—	9	54	63	—	5	12	64	81
Calms and Currents .. .. .	—	6	5	51	62	—	—	4	4	—	6	5	55	66
Fogs, &c. .. .. .	—	8	9	24	41	—	—	—	—	—	8	9	24	41
Lightning .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL .. .. .	25	47	53	151	251	1	114	567	682	—	73	167	718	958
GRAND TOTAL .. .. .	30	76	88	356	520	5	152	679	836	18	129	240	1,035	1,404

\* For the causes of collisions, see Part III., Table 61.

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes—continued.

## (b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipments or Stowage.														
Improper Stowage or Ballasting .. .. .	2	—	—	—	—	—	—	1	1	—	2	—	1	3
Overloading .. .. .	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	1	—	6	8	14	1	4	11	16	—	2	10	19	31
TOTAL .. .. .	4	—	6	8	14	1	4	12	17	—	5	10	20	35
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew .. .. .	1	34	63	99	196	—	1	9	10	—	35	64	108	207
Error, &c. of Pilots .. .. .	—	2	21	54	77	—	—	1	1	—	2	21	55	78
TOTAL .. .. .	1	36	84	153	273	—	1	10	11	—	37	85	163	285
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions .. .. .	—	1	3	3	7	2	266	237	605	—	3	269	340	612
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas .. .. .	—	—	—	—	—	—	2	4	6	—	—	2	4	6
Other Explosions .. .. .	—	—	—	—	—	—	2	3	5	—	—	2	3	5
Spontaneous Combustion of Coal .. .. .	—	—	—	—	—	—	3	14	17	—	—	3	14	17
" " " Other Substances .. .. .	—	—	—	—	—	1	1	5	7	—	1	1	5	7
Fires, other than Spontaneous Combustion .. .. .	—	—	—	—	—	—	14	33	47	—	—	14	33	47
Inevitable Accident .. .. .	—	2	30	205	237	—	4	35	39	—	2	34	240	276
Striking Rocks or Shoals not marked on Charts .. .. .	—	—	6	—	6	—	—	—	—	—	—	6	—	6
Want of Lights or Buoys on Coasts or Shoals .. .. .	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Contact with Ice .. .. .	—	—	1	2	3	1	16	21	38	—	1	17	23	41
Striking on Floating or Sunken Wreck .. .. .	—	—	4	7	11	2	12	23	37	—	2	16	30	48
Failure of Steering Gear .. .. .	1	—	2	8	10	—	8	19	27	—	1	10	27	38
Want of Pilot .. .. .	—	—	1	4	5	—	—	—	—	—	—	1	4	5
Bad management of, or want of power in, Steam Tugs, or defective Tow Ropes.	—	—	1	1	2	—	—	1	1	—	—	1	2	3
TOTAL .. .. .	1	2	45	238	275	4	62	158	224	—	7	107	386	500
CLASS 5.														
Unknown Cases .. .. .	2	—	10	34	44	—	4	15	19	12	14	14	49	77
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c. .. .. .	12	4	39	53	86	—	130	645	765	—	16	149	698	863
Heavy Seas .. .. .	4	—	1	5	6	—	1	26	27	—	4	2	31	37
Calms and Currents .. .. .	—	2	17	31	50	—	—	1	1	—	2	17	32	51
Fogs, &c. .. .. .	—	5	40	103	148	—	—	2	2	—	5	40	105	150
Lightning .. .. .	—	—	—	—	—	—	—	1	1	—	—	—	1	1
TOTAL .. .. .	16	11	87	192	290	—	121	675	796	—	27	208	867	1,102
GRAND TOTAL .. .. .	24	50	235	618	903	7	458	1,207	1,672	12	93	293	1,225	2,611

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes—continued.

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Stranding.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipments or Stowage.														
Improper Stowage or Ballasting .. .. .	2	—	—	—	—	—	2	2	4	—	2	2	2	6
Overloading .. .. .	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	5	2	8	11	21	1	22	49	72	—	8	30	60	98
TOTAL .. .. .	8	2	8	11	21	1	24	51	76	—	11	32	62	105
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew .. .. .	1	55	78	198	331	—	1	18	19	—	56	79	216	351
Error, &c., of Pilots .. .. .	—	3	21	67	91	—	—	1	1	—	3	21	68	93
TOTAL .. .. .	1	58	99	265	422	—	1	19	20	—	59	100	284	443
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions .. .. .	—	1	3	3	7	2	267	337	606	—	3	270	340	613
CLASS 4.														
Other Causes.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas .. .. .	—	—	—	—	—	—	2	4	6	—	—	2	4	6
Other Explosions .. .. .	—	—	—	—	—	2	2	4	8	—	2	2	4	8
Spontaneous Combustion of Coal .. .. .	—	—	—	—	—	—	6	18	24	—	—	6	18	24
“ “ Other Substances .. .. .	—	—	—	—	—	2	2	5	9	—	2	2	5	9
Fires, other than Spontaneous Combustion .. .. .	—	—	—	—	—	1	16	35	52	—	1	16	35	52
Inevitable Accident .. .. .	—	3	40	273	316	—	9	72	81	—	3	49	345	397
Striking Rocks or Shoals not marked on Charts .. .. .	—	—	6	—	6	—	—	—	—	—	—	6	—	6
Want of Lights or Buoys on Coasts or Shoals .. .. .	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Contact with Ice.. .. .	—	—	1	2	3	1	17	21	39	—	1	18	23	43
Striking on Floating or Sunken Wreck .. .. .	—	1	6	8	15	—	12	27	41	—	3	18	35	56
Failure of Steering Gear .. .. .	1	1	3	8	12	—	8	24	32	—	2	11	33	46
Want of Pilot .. .. .	—	1	1	6	8	—	—	—	—	—	1	1	6	8
Bad management of, or want of power in, Steam Tugs, or defective Tow Ropes.	—	—	4	11	15	—	—	2	2	—	—	4	13	17
TOTAL .. .. .	1	6	61	309	376	8	74	212	294	—	15	135	521	671
CLASS 5.														
Unknown Cases .. .. .														
	3	1	12	43	58	—	9	35	34	30	34	21	68	125
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c. .. .. .	84	35	65	119	219	1	225	1,154	1,380	—	70	290	1,273	1,635
Heavy Seas .. .. .	7	2	4	15	21	—	10	80	90	—	9	14	95	118
Calms and Currents .. .. .	—	8	22	82	112	—	—	5	5	—	8	22	87	117
Fogs, &c. .. .. .	—	13	49	127	189	—	—	2	2	—	13	49	129	191
Lightning .. .. .	—	—	—	—	—	—	—	1	1	—	—	—	1	1
TOTAL .. .. .	41	58	140	343	541	1	235	1,242	1,478	—	100	375	1,585	2,000
GRAND TOTAL.. .. .	54	126	323	974	1,423	12	610	1,886	2,506	30	222	933	2,980	4,015

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 10. Localities:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head .. .. .	1	5	4	13	2	1	7	10	—	5	8	13
Flamborough Head to North Foreland .. .. .	2	11	17	59	6	29	111	148	3	20	85	108
North Foreland to St. Catherine's Point .. .. .	—	3	5	27	—	6	34	40	—	5	31	36
St. Catherine's Point to Start Point .. .. .	—	3	4	24	—	3	15	18	—	2	30	32
Start Point to Land's End .. .. .	—	2	3	13	1	5	19	25	1	3	30	33
Land's End to Hartland Point (including Scilly Isles).	2	—	3	7	9	1	2	7	—	2	41	43
Hartland Point to St. David's Head .. .. .	7	4	9	38	51	—	7	65	72	—	6	81
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	8	8	49	65	3	2	20	25	—	5	64
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	6	11	14	89	114	2	6	37	45	—	4	66
Cape Wrath to Buchanness .. .. .	—	2	1	13	16	—	1	1	—	1	5	6
Buchanness to Fern Islands .. .. .	—	2	8	8	18	—	5	5	—	2	18	20
All other parts of the Coast .. .. .	1	7	6	26	39	1	1	6	—	6	20	26
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	19	58	81	324	463	16	62	324	402	4	60	477
On or near the Coasts of British Possessions Abroad	1	4	1	4	9	—	2	2	—	3	7	10
On or near the Coasts of Foreign Countries .. .. .	2	13	6	28	47	1	3	14	18	—	4	10
In Oceans and Seas .. .. .	8	1	—	—	1	1	5	5	1	85	185	271
Total Abroad .. .. .	11	18	7	32	57	2	8	31	31	1	92	295
GRAND TOTAL .. .. .	30	76	88	356	520	18	70	345	433	5	152	679

## (b.) Steam Vessels.

Fern Islands to Flamborough Head .. .. .	1	3	23	16	43	4	6	20	30	—	12	23	34	—	8	41	58	107
Flamborough Head to North Foreland .. .. .	2	—	4	64	68	1	30	148	179	—	17	46	66	—	3	51	261	315
North Foreland to St. Catherine's Point .. .. .	—	1	4	16	21	2	13	25	40	—	13	22	35	—	3	30	63	66
St. Catherine's Point to Start Point .. .. .	—	1	5	9	15	—	1	8	9	—	7	29	36	—	1	13	46	60
Start Point to Land's End .. .. .	—	1	3	2	6	—	—	12	12	—	5	23	29	—	1	8	37	46
Land's End to Hartland Point (including Scilly Isles).	1	4	4	3	11	1	—	3	4	—	15	28	43	—	6	19	34	59
Hartland Point to St. David's Head .. .. .	—	1	11	50	62	1	16	63	80	—	14	42	56	—	2	41	155	198
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	3	6	7	16	—	2	8	10	—	7	24	31	—	4	15	33	58
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	4	21	111	136	1	12	43	56	—	37	76	103	—	8	60	230	293
Cape Wrath to Buchanness .. .. .	—	—	—	5	5	—	—	2	2	—	3	4	7	—	—	3	11	14
Buchanness to Fern Islands .. .. .	1	2	7	30	39	1	5	14	20	2	5	19	26	—	6	17	63	86
All other parts of the Coast .. .. .	3	3	18	26	47	1	2	13	16	—	10	41	51	—	7	30	80	117
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1
Total on or near the Coasts of the United Kingdom	12	23	106	339	468	12	87	359	458	2	135	379	516	1	50	323	1,077	1,455
On or near the Coasts of British Possessions Abroad	—	7	15	19	41	—	2	10	12	—	9	5	14	—	7	24	34	67
On or near the Coasts of Foreign Countries .. .. .	—	20	111	260	391	2	27	74	103	—	13	65	78	—	22	151	399	572
In Oceans and Seas .. .. .	12	—	3	—	3	5	14	32	58	5	301	758	1,064	11	33	318	797	1,148
Total Abroad .. .. .	12	27	129	279	435	7	43	123	173	5	323	828	1,156	11	62	495	1,230	1,787
GRAND TOTAL .. .. .	24	50	235	618	903	19	130	482	631	7	458	1,207	1,672	12	112	823	2,307	3,242

## (c.) Total.

Fern Islands to Flamborough Head .. .. .	2	8	27	20	55	6	7	27	40	—	17	30	47	—	16	51	77	144
Flamborough Head to North Foreland .. .. .	4	11	21	95	127	7	59	259	325	3	37	134	174	—	27	117	488	630
North Foreland to St. Catherine's Point .. .. .	—	4	9	43	56	2	19	59	80	—	18	53	71	—	6	46	155	207
St. Catherine's Point to Start Point .. .. .	—	4	9	33	46	—	4	23	27	—	9	59	68	—	4	22	115	147
Start Point to Land's End .. .. .	—	3	6	10	19	1	5	31	37	1	7	53	61	—	5	18	94	117
Land's End to Hartland Point (including Scilly Isles).	3	4	6	10	20	2	2	7	11	—	17	69	86	—	9	25	86	120
Hartland Point to St. David's Head .. .. .	7	5	20	83	113	1	23	128	152	—	20	123	143	—	13	63	339	415
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	11	14	56	81	3	4	28	35	—	12	88	100	—	15	30	172	217
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	9	15	35	200	250	3	18	80	101	—	31	142	173	—	27	84	422	533
Cape Wrath to Buchanness .. .. .	—	2	1	18	21	—	—	3	3	—	4	9	13	—	2	5	30	37
Buchanness to Fern Islands .. .. .	1	4	15	38	57	1	5	19	25	2	7	35	44	—	8	27	92	157
All other parts of the Coast .. .. .	4	10	24	52	86	2	3	19	24	—	16	61	77	—	16	43	132	191
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	—	—	6
Total on or near the Coasts of the United Kingdom	31	81	187	663	931	28	149	683	860	6	195	856	1,057	6	152	531	2,272	2,885
On or near the Coasts of British Possessions Abroad	1	11	16	23	50	—	2	12	14	—	12	12	24	—	12	30	47	89
On or near the Coasts of Foreign Countries .. .. .	2	33	117	288	438	3	30	88	121	—	17	75	92	—	38	164	451	663
In Oceans and Seas .. .. .	20	1	3	—	4	6	19	44	69	6	306	943	1,335	21	57	408	987	1,452
Total Abroad .. .. .	23	45	136	311	492	9	51	144	204	6	415	1,030	1,451	24	107	602	1,485	2,184
GRAND TOTAL .. .. .	54	126	323	974	1,423	37	200	827	1,064	12	610	1,886	2,508	30	359	1,133	3,657	5,079

## Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 11. **Classification.\*—Total Losses only :—**Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and whether the Vessels were **CLASSED\*** or **UNCLASSED\***.

Nature of the Casualties.	Classed Vessels.*		Unclassed Vessels.*		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.						
Foundering	8	4,743	22	1,935	30	6,678
Strandings	21	19,221	55	3,714	76	22,935
Collisions...	2	402	16	1,300	18	1,702
Other Causes	2	3,723	3	237	5	3,960
Missing Vessels	12	13,940	6	830	18	14,770
<b>TOTAL</b>	<b>45</b>	<b>42,029</b>	<b>102</b>	<b>8,016</b>	<b>147</b>	<b>50,045</b>
(b.) Steam Vessels.						
Foundering	15	17,722	9	1,559	24	19,281
Strandings	35	46,149	15	12,091	50	58,240
Collisions...	14	15,430	5	1,342	19	16,772
Other Causes	5	8,447	2	62	7	8,509
Missing Vessels	12	19,026	—	—	12	19,026
<b>TOTAL</b>	<b>81</b>	<b>106,774</b>	<b>31</b>	<b>15,064</b>	<b>112</b>	<b>121,838</b>
(c.) Total.						
Foundering	23	22,465	31	3,494	54	25,959
Strandings	56	65,370	70	15,805	126	81,175
Collisions...	16	15,832	21	2,642	37	18,474
Other Causes	7	12,170	5	299	12	12,469
Missing Vessels	24	32,966	6	830	30	33,796
<b>TOTAL</b>	<b>126</b>	<b>148,803</b>	<b>133</b>	<b>23,070</b>	<b>259</b>	<b>171,873</b>

\* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels which were classed in some of the smaller registries.

## Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 12. Seamen and Passengers Lost.—Totals—Home and Foreign Trades:—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Vessels in the Home Trade from those Lost in Vessels in the Foreign Trade.

## (a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(1.) HOME TRADE.															
Foundering .. .. .	6	707	18	—	18	4	1,172	24	—	24	10	1,879	42	—	42
Strandings .. .. .	4	356	12	—	12	2	860	32	86	118	6	1,216	44	86	130
Collisions .. .. .	4	316	7	—	7	—	—	—	—	—	4	316	7	—	7
Other Causes .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels .. .. .	7	831	36	—	36	2	1,534	35	—	35	9	2,335	71	—	71
<b>TOTAL .. .. .</b>	<b>21</b>	<b>2,200</b>	<b>73</b>	<b>—</b>	<b>73</b>	<b>8</b>	<b>3,566</b>	<b>91</b>	<b>86</b>	<b>177</b>	<b>29</b>	<b>5,766</b>	<b>164</b>	<b>86</b>	<b>250</b>
(2.) FOREIGN TRADE.															
Foundering .. .. .	2	2,735	19	—	19	6	11,679	78	1	79	8	14,414	97	1	98
Strandings .. .. .	3	4,641	48	9	57	2	6,422	66	44	110	5	11,063	114	53	167
Collisions .. .. .	1	304	7	—	7	5	4,760	45	—	45	6	5,034	52	—	52
Other Causes .. .. .	1	1,117	6	3	9	1	4,486	1	—	1	2	5,603	7	3	10
Missing Vessels .. .. .	11	13,949	214	1	215	10	17,492	294	1	295	21	31,441	506	2	510
<b>TOTAL .. .. .</b>	<b>18</b>	<b>22,746</b>	<b>294</b>	<b>13</b>	<b>307</b>	<b>24</b>	<b>44,839</b>	<b>434</b>	<b>46</b>	<b>530</b>	<b>42</b>	<b>67,565</b>	<b>778</b>	<b>50</b>	<b>837</b>
(3.) TOTAL.															
Foundering .. .. .	8	3,442	37	—	37	10	12,851	102	1	103	18	16,293	139	1	140
Strandings .. .. .	7	4,967	67	9	69	4	7,282	93	130	228	11	12,279	158	139	297
Collisions .. .. .	5	620	14	—	14	5	4,760	45	—	45	10	5,380	59	—	59
Other Causes .. .. .	1	1,117	6	3	9	1	4,486	1	—	1	2	5,603	7	3	10
Missing Vessels .. .. .	18	14,770	250	1	251	12	19,026	329	1	330	30	33,796	579	2	581
<b>TOTAL .. .. .</b>	<b>39</b>	<b>24,946</b>	<b>367</b>	<b>13</b>	<b>380</b>	<b>32</b>	<b>43,405</b>	<b>575</b>	<b>132</b>	<b>707</b>	<b>71</b>	<b>73,351</b>	<b>942</b>	<b>145</b>	<b>1,087</b>

## (b.) Lives Lost in Vessels Partially Lost.

(1.) HOME TRADE.															
Strandings .. .. .	1	137	6	—	6	1	63	4	—	4	2	199	10	—	10
Collisions .. .. .	2	111	3	1	4	—	—	—	—	—	2	111	3	1	4
Other Causes .. .. .	6	469	3	—	3	3	600	2	3	5	9	1,069	10	3	13
<b>TOTAL .. .. .</b>	<b>9</b>	<b>717</b>	<b>17</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>663</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>1,379</b>	<b>23</b>	<b>4</b>	<b>27</b>
(2.) FOREIGN TRADE.															
Strandings .. .. .	1	1,573	1	—	1	1	1,310	2	—	2	2	2,883	3	—	3
Collisions .. .. .	2	3,837	1	1	2	2	7,306	3	—	3	4	11,243	3	1	4
Other Causes .. .. .	26	34,666	39	—	39	44	69,283	54	—	54	70	103,943	93	—	93
<b>TOTAL .. .. .</b>	<b>29</b>	<b>40,175</b>	<b>41</b>	<b>1</b>	<b>42</b>	<b>47</b>	<b>77,899</b>	<b>59</b>	<b>—</b>	<b>58</b>	<b>76</b>	<b>118,074</b>	<b>99</b>	<b>1</b>	<b>100</b>
(3.) TOTAL.															
Strandings .. .. .	2	1,709	7	—	7	2	1,372	6	—	6	4	3,081	13	—	13
Collisions .. .. .	4	4,048	4	2	6	2	7,306	2	—	2	6	11,354	6	2	8
Other Causes .. .. .	32	35,135	47	—	47	47	69,493	56	3	59	79	105,013	103	3	106
<b>TOTAL .. .. .</b>	<b>38</b>	<b>40,892</b>	<b>58</b>	<b>2</b>	<b>60</b>	<b>51</b>	<b>78,561</b>	<b>64</b>	<b>3</b>	<b>67</b>	<b>89</b>	<b>119,453</b>	<b>122</b>	<b>5</b>	<b>127</b>

## (c.) Total.

(1.) HOME TRADE.															
Foundering .. .. .	6	707	18	—	18	4	1,172	24	—	24	10	1,879	42	—	42
Strandings .. .. .	5	493	18	—	18	3	922	36	86	122	8	1,415	54	86	140
Collisions .. .. .	6	427	10	1	11	—	—	—	—	—	6	427	10	1	11
Other Causes .. .. .	6	469	3	—	3	3	600	2	3	5	9	1,069	10	3	13
Missing Vessels .. .. .	7	831	36	—	36	2	1,534	35	—	35	9	2,335	71	—	71
<b>TOTAL .. .. .</b>	<b>30</b>	<b>2,917</b>	<b>90</b>	<b>1</b>	<b>91</b>	<b>12</b>	<b>4,223</b>	<b>97</b>	<b>89</b>	<b>186</b>	<b>42</b>	<b>7,145</b>	<b>187</b>	<b>90</b>	<b>277</b>
(2.) FOREIGN TRADE.															
Foundering .. .. .	2	2,735	19	—	19	6	11,679	78	1	79	8	14,414	97	1	98
Strandings .. .. .	4	6,213	49	9	58	3	7,732	66	44	112	7	13,945	117	53	170
Collisions .. .. .	3	4,241	8	1	9	7	12,066	47	—	47	10	16,307	55	1	56
Other Causes .. .. .	27	35,783	45	3	48	45	73,719	55	—	55	72	109,552	100	3	103
Missing Vessels .. .. .	11	13,949	214	1	215	10	17,492	294	1	295	21	31,441	508	2	510
<b>TOTAL .. .. .</b>	<b>47</b>	<b>62,921</b>	<b>335</b>	<b>14</b>	<b>349</b>	<b>71</b>	<b>122,738</b>	<b>542</b>	<b>46</b>	<b>588</b>	<b>118</b>	<b>185,669</b>	<b>877</b>	<b>60</b>	<b>937</b>
(3.) TOTAL.															
Foundering .. .. .	8	3,442	37	—	37	10	12,851	102	1	103	18	16,293	139	1	140
Strandings .. .. .	9	6,708	67	9	76	6	8,634	104	130	234	15	15,360	171	139	310
Collisions .. .. .	9	4,668	18	2	20	7	12,066	47	—	47	16	16,734	65	2	67
Other Causes .. .. .	33	36,233	53	3	56	48	74,369	57	3	60	81	110,621	110	6	116
Missing Vessels .. .. .	18	14,770	250	1	251	12	19,026	329	1	330	30	33,796	579	2	581
<b>TOTAL .. .. .</b>	<b>77</b>	<b>65,636</b>	<b>425</b>	<b>15</b>	<b>440</b>	<b>83</b>	<b>126,966</b>	<b>639</b>	<b>135</b>	<b>774</b>	<b>160</b>	<b>192,804</b>	<b>1,064*</b>	<b>150</b>	<b>1,214</b>

\* Includes 32 Locars.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 13. **Seamen Lost.—Cargoes :—**Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Foundering.		Strandings.				Collisions.				Other Causes.				Missing Vessels.		Total.			
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.				Total Losses.	Partial Losses.	Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast .. ..	2	19	1	1	1	6	2	7	—	—	1	1	1	1	—	—	2	2	2	2
Timber .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grain .. ..	2	4	1	23	—	—	1	23	—	—	—	—	—	—	—	—	1	1	3	3
Coal .. ..	4	14	1	6	—	—	1	6	2	10	—	—	2	10	—	—	4	4	16	16
Metallic Ores, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .	—	—	1	2	—	—	1	2	2	2	1	2	3	4	—	—	4	4	10	10
Salt, Soda, Potash, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c. .	—	—	—	—	1	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General .. ..	—	—	2	25	—	—	2	25	1	2	—	—	1	2	—	—	2	2	3	3
Explosive Oils, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL .. ..	8	37	7	60	2	7	9	67	5	14	3	4	8	18	1	6	32	47	37	45

(b.) **Lives Lost in Steam Vessels.**

Ballast .. ..	2	6	1	19	1	19	1	19	1	1	1	1	1	1	3	25	1	1
Timber .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Coal .. ..	3	31	1	13	1	4	2	17	4	30	1	1	5	31	10	109	14	23
Metallic Ores, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Machinery, Wrought Iron, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Salt, Soda, Potash, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Guano, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dung, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Hay, Straw, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sugar, Molasses, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tea, Coffee, Spices, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Potatoes, Fruit, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cotton, Wool, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wine, Spirits, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fish, Oil, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
General .. ..	3	63	2	66	1	2	3	68	1	1	1	1	1	1	9	236	22	26
Explosive Oils, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Various .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL .. ..	10	102	4	98	2	6	6	104	5	45	2	2	7	47	1	1	46	56

(c.) **Total.**

Ballast .. ..	4	25	2	20	1	6	3	26	1	1	1	1	1	1	11	180	5	10
Timber .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain .. ..	2	4	1	23	1	1	23	1	1	1	1	1	1	1	1	1	1	1
Coal .. ..	7	45	2	19	1	4	3	23	6	40	1	1	7	41	18	183	18	28
Metallic Ores, &c. .	1	1	1	3	1	1	3	1	1	15	1	1	1	15	3	33	1	1
Machinery, Wrought Iron, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .	1	1	1	2	1	1	2	2	2	1	2	3	4	1	1	1	1	1
Salt, Soda, Potash, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Guano, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dung, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Hay, Straw, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sugar, Molasses, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tea, Coffee, Spices, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Potatoes, Fruit, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cotton, Wool, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wine, Spirits, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fish, Oil, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
General .. ..	3	63	4	61	1	2	5	63	1	1	1	1	1	1	9	261	22	26
Explosive Oils, &c. .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Various .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown .. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL .. ..	15	139	11	158	4	13	15	171	10	59	5	6	16	65	2	7	78	103

## Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

**TABLE 14. Seamen Lost.—Tonnages :—**Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

## (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Foundering.		Strandings.				Collisions.			Other Causes.			Missing.	Total.						
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Vessels.	Total Losses.	Partial Losses.	Total.					
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.				
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.				
Under 50 tons ..	2	5	2	3	—	—	2	3	1	2	3	5	—	—	6	11	2	3	8	14
50 & under 100 tons	2	4	—	—	—	—	1	1	1	1	2	2	—	—	4	7	5	7	12	31
100 " 200 "	1	4	2	9	1	6	3	15	1	3	—	—	—	—	2	2	3	8	12	55
200 " 300 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	8	—	—	1	8
300 " 400 "	2	9	—	—	—	—	—	—	—	—	—	—	—	—	3	16	—	—	3	16
400 " 500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 " 600 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	12
600 " 700 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	3
700 " 800 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5	1	5
800 " 1,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	6	6
1,000 " 1,200 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	3	4	5	33
1,200 " 1,500 "	—	—	1	23	—	—	1	23	—	—	—	—	—	—	7	12	7	12	9	55
1,500 " 2,000 "	—	—	2	25	1	1	3	26	—	1	1	1	—	—	6	6	6	6	13	80
2,000 " 2,500 "	1	15	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	7	108
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL.. ..	8	37	7	60	2	7	9	67	5	14	3	4	8	18	1	6	32	47	33	425

## (b.) Lives Lost in Steam Vessels.

Under 50 tons ..	1	1	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
50 & under 100 tons	1	5	—	1	4	1	4	—	—	—	—	—	—	—	1	5	1	4	2	9
100 " 200 "	—	—	1	19	—	—	1	19	—	—	—	—	—	—	1	19	1	1	2	20
200 " 300 "	1	10	—	—	—	—	—	—	—	—	—	—	—	1	10	1	1	2	11	—
300 " 400 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
400 " 500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 " 600 "	—	—	—	—	—	—	—	—	—	3	4	3	4	—	—	—	3	4	3	4
600 " 700 "	1	4	1	13	—	—	1	13	2	23	—	—	—	1	1	1	1	5	41	—
700 " 800 "	1	8	—	—	—	—	—	—	—	2	7	2	7	3	50	4	58	2	65	—
800 " 1,000 "	—	—	—	—	—	—	—	—	1	1	—	—	—	5	5	5	5	6	6	—
1,000 " 1,200 "	1	1	—	—	—	—	—	—	—	4	4	4	4	—	1	1	4	4	5	—
1,200 " 1,500 "	—	—	—	1	2	1	2	2	21	—	—	—	—	6	6	6	6	10	55	—
1,500 " 2,000 "	2	55	1	4	—	—	1	4	—	—	—	—	—	10	11	10	11	19	223	—
2,000 " 2,500 "	—	—	—	—	—	—	—	—	—	9	12	9	12	1	51	1	51	10	63	—
2,500 " 3,000 "	1	1	—	—	—	—	—	—	—	3	3	3	3	—	1	1	3	4	4	—
3,000 tons and above	1	17	1	62	—	—	1	62	—	2	2	2	2	1	1	1	2	3	132	—
TOTAL.. ..	10	103	4	98	2	6	6	104	5	45	2	2	7	47	1	1	46	56	639	—

## (c.) Total.

Under 50 tons ..	3	6	2	3	—	—	2	3	2	3	1	2	3	5	—	—	1	1	1	1	—	—	7	12	2	3	9	15
50 & under 100 tons	3	9	—	1	4	1	4	1	1	1	1	2	2	—	—	—	4	6	4	6	4	19	8	29	6	11	14	40
100 " 200 "	1	4	3	28	1	6	4	34	1	3	—	—	—	1	3	—	3	3	3	3	5	31	10	66	4	9	14	75
200 " 300 "	1	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	8	2	18	1	1	3	19
300 " 400 "	2	9	—	—	—	—	—	—	1	7	—	—	—	—	—	—	—	—	—	—	—	—	3	16	—	—	3	16
400 " 500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 " 600 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	4	3	4	1	12	1	12	3	4	4	16
600 " 700 "	1	4	1	13	—	—	1	13	2	23	—	—	—	—	—	—	3	3	3	3	—	—	4	40	3	8	7	43
700 " 800 "	1	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	12	3	12	3	50	4	58	3	12	7	70
800 " 1,000 "	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	8	11	8	11	—	—	1	1	8	11	9	12
1,000 " 1,200 "	1	1	—	—	—	—	—	—	—	—	—	—	—	1	6	7	8	8	14	1	23	3	30	7	8	10	38	—
1,200 " 1,500 "	—	—	1	23	1	2	2	25	2	21	—	—	—	—	—	—	13	18	13	18	2	46	5	90	14	20	19	110
1,500 " 2,000 "	2	55	3	29	1	1	4	30	—	—	1	1	1	1	—	—	16	17	16	17	8	200	13	284	18	19	31	303
2,000 " 2,500 "	1	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	15	12	15	4	141	5	156	12	15	17	171
2,500 " 3,000 "	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	—	—	1	1	3	3	4	4
3,000 tons and above	1	17	1	62	—	—	1	62	—	—	2	2	2	2	1	1	1	1	2	2	1	49	4	129	3	3	7	133
TOTAL.. ..	18	139	11	158	4	13	15	171	10	59	5	6	15	65	2	7	78	103	80	110	30	579	71	942	87	122	158	1064

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 15. **Seamen Lost.—Ages of the Vessels:—**Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties, and the AGES OF THE VESSELS.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Foundering.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
			Total Losses.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.
Under 3 years	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
& not exceeding 7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8	1	15	1	2	—	1	2	—	—	—	—	—	—	—	—	—
11	1	4	1	23	1	6	2	29	—	—	—	—	—	—	—	—
15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21	3	9	3	30	1	1	4	31	4	13	1	2	5	15	1	6
31	—	—	1	3	—	—	1	3	1	1	—	—	—	—	—	—
41	2	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—
61	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	37	7	60	2	7	9	67	5	14	3	4	8	18	1	6

(b.) **Lives Lost in Steam Vessels.**

Under 3 years	3	26	1	62	—	—	1	62	—	—	1	1	1	1	—	—	6	7	6	7	—	—	4	88	7	8	11	9
3 & not exceeding 7	1	5	—	—	—	—	—	—	—	—	1	1	1	1	1	1	8	8	9	9	3	115	5	121	9	9	14	136
8	2	20	1	19	—	—	1	19	—	—	—	—	—	—	—	—	8	8	8	8	5	124	8	163	8	8	16	171
11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	5	4	5	2	46	3	54	4	5	7	59
15	3	47	1	4	1	2	2	6	4	37	—	—	—	—	—	—	12	20	12	20	2	44	10	132	13	22	23	154
21	1	4	1	13	1	4	2	17	—	—	—	—	—	—	—	—	7	7	7	7	—	—	2	17	8	11	10	28
31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	102	4	98	2	6	6	104	5	45	2	2	7	47	1	1	46	56	47	57	12	329	32	575	50	64	82	328

(c.) **Total.**

Under 3 years	3	26	1	62	—	—	1	62	—	—	1	1	1	1	—	—	7	8	7	8	1	20	5	108	8	9	13	117
3 & not exceeding 7	1	5	—	—	—	—	—	—	—	—	1	1	1	1	1	1	13	13	14	14	7	221	9	237	14	14	23	261
8	3	35	2	21	—	—	2	21	—	—	1	1	1	1	—	—	11	15	11	15	7	159	12	215	12	16	24	251
11	1	4	1	23	1	6	2	29	1	8	—	—	—	1	8	—	7	8	7	8	2	46	5	81	8	14	13	95
15	3	47	1	4	1	2	2	6	4	37	1	1	5	38	—	—	17	26	17	26	4	57	12	145	19	29	31	174
21	4	13	4	43	2	5	6	48	4	13	1	2	5	15	1	6	17	21	18	27	3	44	16	119	20	23	36	167
31	—	—	1	3	—	—	1	3	1	1	—	—	—	1	1	—	5	11	5	11	5	27	7	31	5	11	13	42
41	2	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	7	—	—	2	7
51	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	2	1	1	3	3
61	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	18	139	11	158	4	13	15	171	10	59	5	6	15	65	2	7	78	103	80	110	30	579	71	942	87	122	158	1,064

## Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

**TABLE 16. Seamen Lost.—Localities:—**Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

## (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Found-derings.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.			Total.		
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Fern Islands to Flamborough Head.	1	3	—	—	—	—	—	—	—	—	—	—	—	—	1	3
Flamborough Head to North Foreland.	1	5	1	2	—	—	1	2	3	6	1	2	4	8	1	6
North Foreland to St. Catherine's Point.	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1
St. Catherine's Point to Start Point.	—	—	1	3	—	—	1	3	—	—	—	—	—	—	1	3
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1
Land's End to Hartland Point (including Scilly.)	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1
Hartland Point to St. David's Head.	2	4	—	—	—	—	—	—	—	—	—	2	4	2	4	8
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	2	7	—	—	2	7	1	1	—	—	—	—	3	8
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	6	1	2	—	—	1	2	—	—	—	—	—	—	3	8
Cape Wrath to Buhanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buhanness to Fern Islands.	—	—	—	—	1	6	1	6	—	—	—	—	—	—	1	6
All other parts of the Coast.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea...	—	—	—	—	—	—	—	—	—	—	—	—	—	5	27	5
TOTAL ON OR NEAR the COASTS of the UNITED KINGDOM ..	6	18	5	14	1	6	6	20	4	7	2	3	6	10	1	6
On or near the Coasts of British Possessions Abroad.	—	—	1	23	—	—	1	23	—	—	—	—	—	—	1	23
On or near the Coasts of Foreign Countries.	1	15	1	23	1	1	2	24	—	—	—	—	—	—	2	34
In Oceans and Seas	1	4	—	—	—	—	—	—	1	7	1	1	2	8	—	—
TOTAL ABROAD..	2	19	2	46	1	1	3	47	1	7	1	1	2	8	—	—
GRAND TOTAL ..	8	37	7	60	2	7	9	67	5	14	3	4	8	18	1	6

## Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities—continued.

## (b.) Total—Lives Lost in Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Found- derings.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.
Fern Islands to Flamborough Head.	—	—	—	—	—	—	1	20	—	—	—	—	—	1	20	—
Flamborough Head to North Fore- land.	—	—	—	—	—	—	—	1	1	1	1	—	—	—	2	2
North Foreland to St. Catherine's Point.	—	—	1	13	—	1	13	1	8	—	—	—	—	2	21	—
St. Catherine's Point to Start Point.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End.	—	—	1	62	—	1	62	—	—	—	—	—	—	1	62	—
Land's End to Hartland Point (including Scilly).	1	8	—	—	—	—	1	1	—	—	4	9	4	2	9	4
Hartland Point to St. David's Head.	—	—	—	1	4	1	4	1	1	—	—	1	1	1	2	5
St. David's Head and Carnore Point to Lambay Island and Skerries (Angle- sea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Angle- sea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	2	6	—	—	—	—	—	—	—	—	—	—	—	2	6	—
At Sea.. ..	—	—	—	—	—	—	—	—	—	—	—	—	1	18	1	18
TOTAL on or near the COASTS of the UNITED KINGDOM ..	3	14	2	75	1	4	3	79	4	30	1	1	5	31	—	153
On or near the Coasts of British Possessions Abroad.	—	—	1	19	—	1	19	—	—	—	—	—	—	1	19	—
On or near the Coasts of Foreign Countries.	—	—	1	4	1	2	2	6	—	—	1	1	1	1	4	5
In Oceans and Seas	7	88	—	—	—	—	1	15	—	—	1	15	1	1	38	43
TOTAL ABROAD..	7	88	2	23	1	2	3	25	1	15	1	1	2	16	40	45
GRAND TOTAL ..	10	102	4	98	2	6	6	104	5	45	2	2	7	47	1	1

## Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities—continued.

## (c.) Lives Lost in Sailing and Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundings.		Strandings.				Collisions.						Other Causes.						Missing Vessels.		Total							
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Total.		Total Losses.	Partial Losses.	Total.									
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.								
Fern Islands to Flamborough Head.	1	3	—	—	—	—	1	20	—	—	1	20	—	—	—	—	—	—	2	23	—	—	2	23				
Flamborough Head to North Foreland	1	5	1	2	—	1	2	3	6	2	3	5	9	1	6	2	2	3	8	—	—	6	19	4	5	10	24	
North Foreland to St. Catherine's Point.	—	—	1	13	—	1	13	1	8	1	1	2	9	—	—	—	—	—	—	—	—	2	21	1	1	3	22	
St. Catherine's Point to Start Point.	—	—	1	3	—	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—	—	1	3		
Start Point to Land's End.	—	—	1	62	—	1	62	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	62	1	1	2	63	
Land's End to Hartland Point (including Scilly).	1	8	—	—	—	—	1	1	—	—	1	1	—	—	5	10	5	10	—	—	2	9	5	10	7	19		
Hartland Point to St. David's Head.	2	4	—	—	1	4	1	4	1	1	—	1	1	—	—	3	5	3	5	—	—	3	5	4	9	7	14	
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	2	7	—	2	7	1	1	—	—	1	1	—	—	—	—	—	—	—	3	8	—	—	3	8		
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	6	1	2	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	3	8	—	—	3	8		
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Buchanness to Fern Islands.	—	—	—	—	1	6	1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	1	6		
All other parts of the Coast.	2	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	6	—	—	2	6		
At Sea.. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	45	6	45	—	—	6	45	
TOTAL on or near the COASTS of the UNITED KINGDOM. ..	9	32	7	89	2	10	9	99	8	37	3	4	11	41	1	6	11	18	12	24	6	45	31	209	16	32	47	241
On or near the Coasts of British Possessions Abroad.	—	—	2	42	—	2	42	—	—	—	—	—	—	—	—	—	—	—	—	—	2	42	—	—	2	42		
On or near the Coasts of Foreign Countries.	1	15	2	27	2	3	4	30	—	—	1	1	1	1	—	—	2	2	2	2	—	—	3	42	5	6	8	48
In Oceans and Seas	8	93	—	—	—	—	—	2	22	1	1	3	23	1	1	65	83	66	84	24	534	35	649	66	84	101	733	
TOTAL ABROAD	9	107	4	69	2	3	6	72	2	22	2	2	4	24	1	1	67	85	68	86	24	534	40	733	71	90	111	823
GRAND TOTAL..	18	139	11	158	4	13	15	171	10	59	5	6	15	65	2	7	78	103	80	110	30	579	71	942	87	122	158	1,064

## Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 17. **Seamen and Passengers Lost. Classification\*:**—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Act (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Classed\* Vessels from those Lost in Unclassed\* Vessels.

(a.) **Lives Lost in Vessels Totally Lost.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Pas-sengers.	Total.		Crew.	Pas-sengers.	Total.		Crew.	Pas-sengers.	Total.
(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	2	19	—	19	6	18	—	18	8	27	—	27
Strandings ..	4	54	9	63	3	6	—	6	7	60	9	69
Collisions ..	1	7	—	7	4	7	—	7	5	14	—	14
Other Causes ..	1	6	3	9	—	—	—	—	1	6	3	9
Missing Vessels ..	12	214	1	215	6	36	—	36	18	250	1	251
TOTAL ..	20	300	13	313	19	67	—	67	39	367	13	380
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	8	93	1	94	2	9	—	9	10	102	1	103
Strandings ..	2	66	44	110	2	32	86	118	4	98	139	237
Collisions ..	4	37	—	37	1	8	—	8	5	45	—	45
Other Causes ..	1	1	—	1	—	—	—	—	1	1	—	1
Missing Vessels ..	12	329	1	330	—	—	—	—	12	329	1	330
TOTAL ..	27	526	46	572	5	49	86	135	32	575	132	707
(3.) TOTAL.												
Foundering ..	10	112	1	113	8	27	—	27	18	139	1	140
Strandings ..	6	120	53	173	5	38	86	124	11	158	139	297
Collisions ..	5	44	—	44	5	15	—	15	10	59	—	59
Other Causes ..	2	7	3	10	—	—	—	—	2	7	3	10
Missing Vessels ..	24	543	2	545	6	36	—	36	30	579	2	581
TOTAL ..	47	826	59	885	24	116	86	202	71	942	145	1,087

(b.) **Lives Lost in Vessels Partially Lost.**

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings ..	1	1	—	1	1	6	—	6	2	7	—	7
Collisions ..	3	3	1	3	1	3	1	3	4	4	2	6
Other Causes ..	27	40	—	40	5	7	—	7	32	47	—	47
TOTAL ..	31	43	1	44	7	15	1	16	33	58	2	60
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings ..	—	—	—	—	2	6	—	6	2	6	—	6
Collisions ..	2	2	—	2	—	11	3	14	2	2	—	2
Other Causes ..	38	45	—	45	9	—	—	—	47	56	3	56
TOTAL ..	40	47	—	47	11	17	3	20	51	64	3	67
(3.) TOTAL.												
Strandings ..	1	1	—	1	3	12	—	12	4	13	—	13
Collisions ..	5	4	1	6	1	2	1	3	6	6	2	8
Other Causes ..	65	25	—	85	14	18	3	21	79	103	3	106
TOTAL ..	71	40	1	91	18	32	4	36	89	122	5	127

(c.) **Total.**

(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	2	19	—	19	6	18	—	12	8	37	—	37
Strandings ..	5	55	9	64	4	12	—	12	9	67	9	76
Collisions ..	4	9	1	10	5	9	1	10	9	18	2	20
Other Causes ..	28	46	3	49	5	7	—	7	33	53	3	56
Missing Vessels ..	12	214	1	215	6	36	—	36	18	250	1	251
TOTAL ..	51	343	14	357	26	82	1	83	77	425	15	440
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	8	93	1	94	2	9	—	9	10	102	1	103
Strandings ..	2	66	44	110	4	38	86	124	6	104	139	234
Collisions ..	6	39	—	39	1	8	—	8	7	47	—	47
Other Causes ..	39	46	—	46	9	11	3	14	48	57	3	60
Missing Vessels ..	12	329	1	330	—	—	—	—	12	329	1	330
TOTAL ..	67	573	46	619	16	66	89	155	83	639	135	774
(3.) TOTAL.												
Foundering ..	10	112	1	113	8	27	—	27	18	139	1	140
Strandings ..	7	121	53	174	8	50	86	136	15	171	139	310
Collisions ..	10	48	1	49	6	17	1	18	16	65	2	67
Other Causes ..	67	92	3	95	14	18	3	21	81	110	6	116
Missing Vessels ..	24	543	2	545	6	36	—	36	30	579	2	581
TOTAL ..	118	916	60	976	42	148	90	238	160	1,064	150	1,214

\* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in the United Kingdom.

TABLE 18. Deaths at Sea from all Causes. Grand Totals :—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from :—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad, during the Year 1898-99 ;
  - (2.) Accidents other than Wreck reported during 1898-99 ;
  - (3.) Disease, Murder, Suicide, &c., reported during 1898-99 ;
- distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	

(a.) Deaths in the Home Trade.

Wrecks of, and Casualties to, the Vessels.	90	—	1	97	—	89	187	—	90
Accidents other than Wreck or Casualty.	19	—	—	12	—	5	31	—	5
Disease, Murder, Homicide, Suicide, and Unknown Causes.	5	—	—	6	—	11	11	—	11
<b>TOTAL ... ..</b>	<b>114</b>	<b>—</b>	<b>1</b>	<b>115</b>	<b>—</b>	<b>105</b>	<b>229</b>	<b>—</b>	<b>106</b>

(b.) Deaths in the Foreign Trade.

Wrecks of, and Casualties to, the Vessels.	335	—	14	510	32	46	845	32	60
Accidents other than Wreck or Casualty.	110	—	2	145	25	26	255	25	28
Disease, Murder, Homicide, Suicide, and Unknown Causes.	144	1	109	243	128	615	387	129	724
<b>TOTAL ... ..</b>	<b>589</b>	<b>1</b>	<b>125</b>	<b>898</b>	<b>185</b>	<b>687</b>	<b>1,487</b>	<b>186</b>	<b>812</b>

(c.) Total.

Wrecks of, and Casualties to, the Vessels ( <i>see</i> Tables 12-17).	425	—	15	607	32	135	1,032	32	150
Accidents other than Wreck or Casualty.	129	—	2	157	25	31	286	25	33
Disease, Murder, Homicide, Suicide, and Unknown Causes.	149	1	109	249	128	626	398	129	735
<b>TOTAL ... ..</b>	<b>703</b>	<b>1</b>	<b>126</b>	<b>1,013</b>	<b>185</b>	<b>792</b>	<b>1,716</b>	<b>186</b>	<b>918</b>



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## PART II.

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Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels; with SUMMARIES of Parts I. and II.

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Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 19. Totals :—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	41	4,035	—	—	—	—	41	4,035
Strandings	118	15,582	46	12,877	51	11,709	215	40,168
Collisions	11	4,244	17	3,450	27	8,947	55	16,641
Other Causes	11	2,517	54	21,588	90	31,582	155	55,687
Missing Vessels	12	1,928	—	—	—	—	12	1,928
TOTAL	193	28,306	117	37,915	168	52,238	478	118,459
(b.) Steam Vessels.								
Foundering	3	1,057	—	—	—	—	3	1,057
Strandings	14	5,151	16	10,271	38	22,812	68	38,234
Collisions	—	—	7	1,348	11	5,866	18	7,214
Other Causes	—	—	30	22,940	23	19,537	53	42,477
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	17	6,208	53	34,559	72	48,215	142	88,982
(c.) Total.								
Foundering	44	5,092	—	—	—	—	44	5,092
Strandings	132	20,733	62	23,148	89	34,521	283	78,402
Collisions	11	4,244	24	4,798	38	14,813	73	23,855
Other Causes	11	2,517	84	44,528	113	51,119	208	98,164
Missing Vessels	12	1,928	—	—	—	—	12	1,928
TOTAL	210	34,514	170	72,474	240	100,453	620	207,441

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.  
**TABLE 20. Cargoes:**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast .. .. .	9	29	8	11	48	2	2	10	14	3	6	4	13	2	45	16	25	86
Timber .. .. .	5	18	20	9	48	2	4	3	9	2	10	20	32	1	29	34	32	95
Grain .. .. .	1	1	1	2	3	1	1	1	3	3	3	3	6	1	1	5	6	13
Coal .. .. .	6	24	6	5	35	1	5	5	11	1	7	10	18	2	34	18	20	72
Metallic Ores, &c. .. .	—	—	—	—	—	—	—	—	1	1	1	1	2	—	1	1	1	3
Machinery, Wrought Iron, &c. .. .	—	7	1	6	14	1	2	1	4	1	1	4	6	—	9	4	11	24
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. .. .	5	3	—	—	3	—	—	—	—	2	2	5	9	3	13	2	5	20
Guano, &c. .. .	1	—	—	—	—	—	—	—	—	—	1	4	4	1	2	1	3	8
Dung, &c. .. .	—	1	—	2	3	—	—	—	—	—	—	1	1	—	1	—	3	4
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	1	—	—	2	—	1	—	1	2
Sugar, Molasses, &c. .. .	1	1	2	1	4	—	—	—	—	—	6	9	15	—	2	8	10	20
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	—	4	4	1	—	—	2	3	—	5	6	—	1	1	11	13
Cotton, Wool, &c. .. .	—	1	1	—	2	—	—	—	—	—	—	—	—	—	1	1	—	2
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	3	5	—	1	6	—	—	—	—	—	6	15	21	2	10	6	16	33
General .. .. .	3	12	3	4	19	2	—	—	3	1	2	4	7	—	18	6	8	32
Explosive Oils, &c. .. .	—	8	3	1	12	—	—	—	—	—	1	1	2	—	9	1	4	15
Various .. .. .	1	8	—	—	13	—	2	4	6	—	2	3	5	1	16	6	9	31
Unknown .. .. .	7	8	1	4	13	—	—	—	—	—	3	3	4	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>41</b>	<b>118</b>	<b>46</b>	<b>51</b>	<b>215</b>	<b>11</b>	<b>17</b>	<b>27</b>	<b>55</b>	<b>11</b>	<b>54</b>	<b>90</b>	<b>155</b>	<b>12</b>	<b>193</b>	<b>117</b>	<b>168</b>	<b>478</b>

(b.) **Steam Vessels.**

Ballast .. .. .	1	2	3	5	10	—	2	2	4	—	7	4	11	—	3	13	11	26
Timber .. .. .	—	—	—	1	1	—	—	—	—	—	1	1	2	—	—	1	2	3
Grain .. .. .	—	1	—	3	4	—	—	—	—	—	1	1	1	—	1	4	5	5
Coal .. .. .	1	2	2	7	11	—	—	1	1	—	—	2	2	—	3	2	10	15
Metallic Ores, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c. .. .	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	1	—	1
Dung, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	1
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	—	—	—	—	—	—	—	—	2	—	2	—	—	2	—	2
Cotton, Wool, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	—	—	—	2	3	—	1	—	1	—	—	—	—	—	—	1	2	3
General .. .. .	—	7	11	15	33	—	3	7	10	—	12	10	22	—	7	26	32	65
Explosive Oils, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various .. .. .	1	2	—	—	2	—	—	—	—	—	3	—	3	—	3	3	—	6
Unknown .. .. .	—	—	—	5	5	—	—	1	1	—	5	4	9	—	—	5	10	15
<b>TOTAL .. .. .</b>	<b>3</b>	<b>14</b>	<b>16</b>	<b>38</b>	<b>68</b>	<b>—</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>—</b>	<b>30</b>	<b>23</b>	<b>53</b>	<b>—</b>	<b>17</b>	<b>53</b>	<b>73</b>	<b>142</b>

(c.) **Total.**

Ballast .. .. .	20	31	11	16	58	2	4	12	18	3	13	8	24	2	48	28	36	112
Timber .. .. .	5	19	20	10	49	2	4	3	9	2	11	21	34	1	29	35	34	98
Grain .. .. .	1	1	1	5	7	1	1	1	3	3	3	4	7	2	2	5	10	17
Coal .. .. .	7	26	8	12	46	1	5	6	12	1	7	12	20	2	37	20	80	167
Metallic Ores, &c. .. .	—	—	—	—	—	—	—	—	1	1	1	1	2	—	1	1	3	5
Machinery, Wrought Iron, &c. .. .	—	—	—	—	—	—	—	—	1	1	1	1	2	—	1	2	3	4
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	—	7	1	6	14	1	2	1	4	1	2	4	6	—	9	4	11	24
Salt, Soda, Potash, &c. .. .	5	3	—	—	3	—	—	—	—	2	2	5	9	3	13	2	5	30
Guano, &c. .. .	1	—	—	—	—	—	1	—	1	—	1	3	4	1	2	2	3	7
Dung, &c. .. .	—	1	—	2	3	—	—	—	—	—	—	1	1	—	1	—	3	4
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1	2
Sugar, Molasses, &c. .. .	1	1	2	1	4	—	—	—	—	—	6	10	16	—	2	8	11	21
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	—	4	4	1	—	2	3	—	3	5	8	—	1	3	11	15
Cotton, Wool, &c. .. .	—	1	1	—	2	—	—	—	—	—	—	—	—	—	1	1	—	2
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	3	5	—	3	8	—	1	—	1	—	6	15	21	2	10	7	18	35
General .. .. .	3	19	14	19	52	2	4	7	13	1	14	14	29	—	25	33	40	97
Explosive Oils, &c. .. .	—	—	—	—	—	—	—	—	—	—	1	1	2	—	—	1	1	2
Various .. .. .	2	10	3	1	14	—	—	—	—	—	5	3	8	—	12	8	4	24
Unknown .. .. .	7	8	1	9	18	—	2	5	7	—	8	5	13	1	16	11	19	46
<b>TOTAL .. .. .</b>	<b>44</b>	<b>132</b>	<b>62</b>	<b>89</b>	<b>283</b>	<b>11</b>	<b>24</b>	<b>38</b>	<b>73</b>	<b>11</b>	<b>84</b>	<b>113</b>	<b>206</b>	<b>13</b>	<b>210</b>	<b>170</b>	<b>240</b>	<b>620</b>

Note.—For the tonnage and cargoes of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, see Table 31.

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 21. **Cargoes and Tonnage. Total Losses only** :—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) **Sailing Vessels.**

Cargoes.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast .. .. .	9	572	29	5,573	2	1,753	3	490	2	110	45	8,468
Timber .. .. .	5	726	19	2,451	2	1,623	2	499	1	92	29	5,391
Grain .. .. .	—	—	—	—	1	497	—	—	—	—	1	497
Coal .. .. .	6	472	24	2,215	1	52	1	1,192	2	701	34	4,612
Metallic Ores, &c. . . . .	—	—	—	—	1	82	—	—	—	—	1	82
Machinery, Wrought Iron, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. . . . .	—	—	7	803	1	59	1	80	—	—	9	943
Salt, Soda, Potash, &c. . . . .	5	1,529	3	390	—	—	2	117	3	306	13	2,332
Guanco, &c. . . . .	1	62	—	—	—	—	—	—	1	252	2	314
Dung, &c. . . . .	—	—	1	107	—	—	—	—	—	—	1	107
Hay, Straw, &c. . . . .	—	—	—	—	—	—	1	113	—	—	1	113
Sugar, Molasses, &c. . . . .	1	19	1	40	—	—	—	—	—	—	2	59
Tea, Coffee, Spices, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. . . . .	—	—	—	—	1	49	—	—	—	—	1	49
Cotton, Wool, &c. . . . .	—	—	1	1,646	—	—	—	—	—	—	1	1,646
Wine, Spirits, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. . . . .	3	340	5	590	—	—	—	—	2	397	10	1,327
General .. .. .	3	123	12	744	2	149	1	56	—	—	18	1,074
Explosive Oils, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Various .. .. .	1	15	8	681	—	—	—	—	—	—	9	696
Unknown .. .. .	7	175	8	352	—	—	—	—	1	70	16	597
<b>TOTAL .. .. .</b>	<b>41</b>	<b>4,035</b>	<b>118</b>	<b>15,582</b>	<b>11</b>	<b>4,244</b>	<b>11</b>	<b>2,517</b>	<b>12</b>	<b>1,928</b>	<b>193</b>	<b>28,308</b>

(b.) **Steam Vessels.**

Ballast .. .. .	1	374	2	378	—	—	—	—	—	—	3	751
Timber .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Grain .. .. .	—	—	1	428	—	—	—	—	—	—	1	428
Coal .. .. .	1	165	2	2,146	—	—	—	—	—	—	3	2,311
Metallic Ores, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Guanco, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
General .. .. .	—	—	7	2,096	—	—	—	—	—	—	7	2,096
Explosive Oils, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Various .. .. .	1	518	2	103	—	—	—	—	—	—	3	621
Unknown .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>3</b>	<b>1,057</b>	<b>14</b>	<b>5,151</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>17</b>	<b>6,208</b>

(c.) **Total.**

Ballast .. .. .	10	946	31	5,951	2	1,753	3	490	2	110	48	9,228
Timber .. .. .	5	726	19	2,451	2	1,623	3	499	1	92	19	5,391
Grain .. .. .	—	—	1	428	1	497	—	—	—	—	2	925
Coal .. .. .	7	637	26	4,361	1	52	1	1,192	2	701	37	6,998
Metallic Ores, &c. . . . .	—	—	—	—	1	82	—	—	—	—	1	82
Machinery, Wrought Iron, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. . . . .	—	—	7	803	1	59	1	80	—	—	9	943
Salt, Soda, Potash, &c. . . . .	5	1,529	3	390	—	—	2	117	3	306	13	2,332
Guanco, &c. . . . .	1	62	—	—	—	—	—	—	1	252	2	314
Dung, &c. . . . .	—	—	1	107	—	—	—	—	—	—	1	107
Hay, Straw, &c. . . . .	—	—	—	—	—	—	1	113	—	—	1	113
Sugar, Molasses, &c. . . . .	1	19	1	40	—	—	—	—	—	—	2	59
Tea, Coffee, Spices, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. . . . .	—	—	—	—	1	49	—	—	—	—	1	49
Cotton, Wool, &c. . . . .	—	—	1	1,646	—	—	—	—	—	—	1	1,646
Wine, Spirits, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. . . . .	3	340	5	590	—	—	—	—	2	397	10	1,327
General .. .. .	3	123	19	2,840	2	149	1	56	—	—	25	3,179
Explosive Oils, &c. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Various .. .. .	2	533	10	784	—	—	—	—	—	—	12	1,317
Unknown .. .. .	7	175	8	352	—	—	—	—	1	70	16	597
<b>TOTAL .. .. .</b>	<b>44</b>	<b>5,092</b>	<b>132</b>	<b>20,783</b>	<b>11</b>	<b>4,244</b>	<b>11</b>	<b>2,517</b>	<b>12</b>	<b>1,928</b>	<b>210</b>	<b>34,514</b>

Note.—For the cargoes of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 20.

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

**TABLE 22. Tonnages :—**Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons .. ..	17	40	4	14	58	2	4	6	12	2	4	7	13	1	63	12	37	101
50 and under 100 tons ..	15	45	20	17	82	4	4	9	17	4	8	19	31	5	73	32	45	150
100 " 200 " ..	6	19	12	5	36	1	6	6	13	2	16	21	30	2	50	34	32	96
200 " 300 " ..	1	4	2	4	10	—	1	—	1	—	6	12	18	2	7	9	16	32
300 " 400 " ..	1	3	—	2	5	—	1	—	1	1	7	7	15	1	6	5	9	28
400 " 500 " ..	—	—	—	4	4	2	—	1	1	1	8	5	1	4	1	8	1	13
500 " 600 " ..	—	3	—	—	5	—	—	1	1	—	1	5	6	—	3	3	6	12
600 " 700 " ..	—	—	1	1	2	—	—	1	1	—	—	1	1	—	—	1	3	4
700 " 800 " ..	—	1	—	—	1	—	—	—	—	—	1	5	6	—	1	1	5	7
800 " 1,000 " ..	—	1	—	1	2	—	—	—	—	—	1	1	2	—	1	1	2	4
1,000 " 1,200 " ..	1	—	1	1	2	—	—	—	—	1	4	4	9	—	2	5	5	12
1,200 " 1,500 " ..	—	1	3	1	5	1	—	2	3	—	2	3	5	—	2	5	6	13
1,500 " 2,000 " ..	—	1	1	1	3	1	1	1	3	—	3	2	5	—	2	5	4	11
2,000 " 2,500 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " 3,000 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. ..</b>	<b>41</b>	<b>118</b>	<b>46</b>	<b>51</b>	<b>215</b>	<b>11</b>	<b>17</b>	<b>27</b>	<b>55</b>	<b>11</b>	<b>54</b>	<b>90</b>	<b>155</b>	<b>12</b>	<b>193</b>	<b>117</b>	<b>168</b>	<b>478</b>

## (b.) Steam Vessels.

Under 50 tons .. ..	—	3	1	5	9	—	2	1	3	—	3	1	4	—	3	6	7	16
50 and under 100 tons ..	—	1	3	4	8	—	—	1	1	—	3	3	6	—	1	6	8	15
100 " 200 " ..	1	2	3	7	12	—	3	3	6	—	2	2	4	—	3	8	12	23
200 " 300 " ..	—	2	1	—	3	—	1	—	1	—	3	1	4	—	2	5	1	8
300 " 400 " ..	1	2	—	4	6	—	—	—	—	—	1	—	1	—	3	1	4	8
400 " 500 " ..	—	1	—	—	1	—	—	1	1	—	3	2	5	—	1	3	3	7
500 " 600 " ..	1	—	3	4	7	—	—	—	—	—	—	2	2	—	1	3	6	10
600 " 700 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 " 800 " ..	—	—	1	1	2	—	1	1	2	—	1	1	2	—	—	3	3	6
800 " 1,000 " ..	—	1	—	4	5	—	—	2	2	—	2	2	4	—	1	2	8	11
1,000 " 1,200 " ..	—	2	—	1	3	—	—	2	2	—	4	2	6	—	2	4	5	11
1,200 " 1,500 " ..	—	—	2	5	7	—	—	—	—	—	2	4	6	—	—	4	9	13
1,500 " 2,000 " ..	—	—	1	3	4	—	—	—	—	—	6	3	9	—	—	7	6	13
2,000 " 2,500 " ..	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
2,500 " 3,000 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. ..</b>	<b>3</b>	<b>14</b>	<b>16</b>	<b>38</b>	<b>68</b>	<b>—</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>—</b>	<b>30</b>	<b>23</b>	<b>53</b>	<b>—</b>	<b>17</b>	<b>53</b>	<b>72</b>	<b>112</b>

## (c.) Total.

Under 50 tons .. ..	17	43	5	19	67	2	6	7	15	2	7	8	17	1	65	15	31	117
50 and under 100 tons ..	15	46	23	21	90	4	4	10	18	4	11	22	37	5	74	33	53	163
100 " 200 " ..	7	21	15	12	48	1	9	9	19	2	18	23	43	2	33	42	44	119
200 " 300 " ..	1	6	3	4	13	—	2	—	2	—	9	13	22	2	9	14	17	40
300 " 400 " ..	2	5	—	6	11	—	1	—	1	1	8	7	16	1	9	9	13	31
400 " 500 " ..	—	1	—	4	5	2	—	2	4	1	4	5	10	1	5	4	11	20
500 " 600 " ..	1	3	5	4	12	—	—	1	1	—	1	7	8	—	4	6	12	22
600 " 700 " ..	—	—	1	1	2	—	—	1	1	—	—	1	1	—	—	1	3	4
700 " 800 " ..	—	1	1	1	3	—	1	1	2	—	2	6	8	—	1	4	8	13
800 " 1,000 " ..	—	2	—	5	7	—	—	2	2	—	3	3	6	—	2	3	10	15
1,000 " 1,200 " ..	1	2	1	2	5	—	—	2	2	1	8	6	15	—	4	9	10	23
1,200 " 1,500 " ..	—	1	5	6	12	1	—	2	3	—	4	7	11	—	2	9	15	26
1,500 " 2,000 " ..	—	1	2	4	7	1	1	1	3	—	9	5	14	—	2	12	10	24
2,000 " 2,500 " ..	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
2,500 " 3,000 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. ..</b>	<b>44</b>	<b>132</b>	<b>62</b>	<b>89</b>	<b>283</b>	<b>11</b>	<b>24</b>	<b>38</b>	<b>73</b>	<b>11</b>	<b>84</b>	<b>113</b>	<b>306</b>	<b>12</b>	<b>210</b>	<b>170</b>	<b>240</b>	<b>620</b>

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 23. **AGES**.—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 3 years .. ..	3	8	3	5	16	1	1	1	3	—	4	7	11	1	13	8	13	34
3 and not exceeding 7 years	10	14	9	9	32	2	4	2	8	1	9	13	23	3	30	22	24	76
8 " " 10 "	6	17	9	2	28	—	3	—	3	2	7	14	23	1	26	19	16	61
11 " " 14 "	4	9	7	5	21	1	3	4	8	1	10	8	19	2	17	20	17	54
15 " " 20 "	7	22	10	7	39	4	5	6	15	3	10	15	28	2	38	25	28	91
21 " " 30 "	8	26	3	16	45	1	—	8	9	2	9	19	30	1	38	13	43	91
31 " " 40 "	—	17	3	3	23	2	1	4	7	2	5	11	18	2	23	9	18	40
41 " " 50 "	1	3	1	3	7	—	—	2	2	—	—	3	3	—	4	1	8	15
51 " " 60 "	—	1	1	—	2	—	—	—	—	—	—	—	—	—	1	1	—	2
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	2	1	—	1	2	—	—	—	—	—	—	—	—	—	3	—	1	4
<b>TOTAL .. ..</b>	<b>41</b>	<b>118</b>	<b>46</b>	<b>51</b>	<b>215</b>	<b>11</b>	<b>17</b>	<b>27</b>	<b>55</b>	<b>11</b>	<b>54</b>	<b>90</b>	<b>155</b>	<b>12</b>	<b>193</b>	<b>117</b>	<b>168</b>	<b>473</b>

(b.) **Steam Vessels.**

Under 3 years .. ..	2	3	2	3	8	—	—	2	2	—	4	3	7	—	5	6	8	19
3 and not exceeding 7 years	—	—	4	6	10	—	2	2	4	—	5	3	8	—	—	11	11	22
8 " " 10 "	—	2	—	4	6	—	1	—	1	—	2	2	4	—	2	3	6	11
11 " " 14 "	—	1	2	5	8	—	1	1	2	—	4	1	5	—	1	7	7	15
15 " " 20 "	—	6	4	9	19	—	1	5	6	—	5	11	16	—	6	10	25	41
21 " " 30 "	1	1	3	8	13	—	1	—	1	—	8	2	10	—	2	12	10	24
31 " " 40 "	—	—	1	3	4	—	—	1	1	—	1	1	2	—	—	2	5	7
41 " " 50 "	—	1	—	—	1	—	1	—	1	—	—	—	—	—	1	1	—	2
51 " " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
<b>TOTAL .. ..</b>	<b>3</b>	<b>14</b>	<b>16</b>	<b>38</b>	<b>68</b>	<b>—</b>	<b>7</b>	<b>11</b>	<b>18</b>	<b>—</b>	<b>30</b>	<b>23</b>	<b>53</b>	<b>—</b>	<b>17</b>	<b>53</b>	<b>73</b>	<b>143</b>

(c.) **Total.**

Under 3 years .. ..	5	11	5	8	24	1	1	3	5	—	8	10	18	1	18	14	21	53
3 and not exceeding 7 years	10	14	13	15	42	2	6	4	12	1	14	16	31	3	30	33	35	86
8 " " 10 "	6	19	9	6	34	—	4	—	4	2	9	16	27	1	28	22	23	73
11 " " 14 "	4	10	9	10	29	1	4	5	10	1	14	9	24	2	18	27	24	69
15 " " 20 "	7	28	14	16	58	4	6	11	21	3	15	26	44	2	44	35	53	133
21 " " 30 "	9	27	6	24	57	1	1	8	10	2	17	21	40	1	40	24	53	117
31 " " 40 "	—	17	4	6	27	2	1	5	8	2	6	12	20	2	23	11	23	57
41 " " 50 "	1	4	1	3	8	—	1	2	3	—	—	3	3	—	5	2	8	15
51 " " 60 "	—	1	1	—	2	—	—	—	—	—	—	—	—	—	1	1	—	2
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	2	1	—	1	2	—	—	—	—	—	1	—	1	—	3	1	1	5
<b>TOTAL .. ..</b>	<b>44</b>	<b>132</b>	<b>62</b>	<b>89</b>	<b>283</b>	<b>11</b>	<b>24</b>	<b>38</b>	<b>73</b>	<b>11</b>	<b>84</b>	<b>113</b>	<b>208</b>	<b>12</b>	<b>210</b>	<b>170</b>	<b>240</b>	<b>680</b>

Note.—For the tonnage and ages of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, see Table 24.

**TABLE 24. Ages and Tonnage.—Total Losses only:—**Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the AGES of the Vessels.

Ages.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years .. .. .	3	150	8	481	1	92	—	—	1	99	13	802
3 and not exceeding 7 years .. .. .	10	877	14	1,487	2	654	1	81	3	304	30	3,308
8 " " 10 " " " " .. .. .	6	639	17	1,917	—	—	2	117	1	14	28	2,677
11 " " 14 " " " " .. .. .	4	229	9	2,554	1	59	1	80	2	392	17	3,314
15 " " 20 " " " " .. .. .	7	1,611	22	3,760	4	3,376	3	574	2	313	38	9,634
21 " " 30 " " " " .. .. .	8	443	26	4,123	1	49	2	437	1	484	38	5,536
31 " " 40 " " " " .. .. .	—	—	17	1,063	2	114	2	1,228	2	322	23	2,726
41 " " 50 " " " " .. .. .	1	36	3	83	—	—	—	—	—	—	4	119
51 " " 60 " " " " .. .. .	—	—	1	63	—	—	—	—	—	—	1	63
61 " " 70 " " " " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 " " " " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 " " " " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 " " " " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards.. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. .. .	2	60	1	73	—	—	—	—	—	—	3	132
<b>TOTAL .. .. .</b>	<b>41</b>	<b>4,035</b>	<b>118</b>	<b>15,682</b>	<b>11</b>	<b>4,244</b>	<b>11</b>	<b>3,517</b>	<b>13</b>	<b>1,928</b>	<b>193</b>	<b>38,906</b>

[illegible]

Under 3 years .. .. .	5	1,042	11	1,119	1	92	—	—	1	99	18	2,352
3 and not exceeding 7 years .. .. .	10	877	14	1,487	2	554	1	81	3	304	30	3,308
8 " " 10 " .. .. .	6	639	19	1,993	—	—	2	117	1	14	28	2,753
11 " " 14 " .. .. .	4	329	10	2,576	1	59	1	80	2	392	18	3,336
15 " " 20 " .. .. .	7	1,611	26	7,405	4	3,576	3	574	2	313	44	13,279
21 " " 30 " .. .. .	9	608	27	4,551	1	49	2	437	1	494	40	6,129
31 " " 40 " .. .. .	—	—	17	1,063	2	114	2	1,228	2	323	23	2,726
41 " " 50 " .. .. .	1	36	4	405	—	—	—	—	—	—	5	441
51 " " 60 " .. .. .	—	—	1	63	—	—	—	—	—	—	1	63
61 " " 70 " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 " .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards.. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. .. .	2	60	1	72	—	—	—	—	—	—	3	132
<b>TOTAL .. .. .</b>	<b>44</b>	<b>5,092</b>	<b>133</b>	<b>20,733</b>	<b>11</b>	<b>4,244</b>	<b>11</b>	<b>2,517</b>	<b>12</b>	<b>1,928</b>	<b>310</b>	<b>34,514</b>

*Note.*—For the ages of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 23.

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 25. Iron, Steel, Composite, or Wood :—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were constructed.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature and Results of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Foundering: (Total Losses) .. ..	—	—	—	—	—	—	41	4,035	41	4,035
Strandings:										
Total Losses .. .. .	1	93	—	—	—	—	117	15,489	118	15,582
Serious Casualties .. .. .	—	—	—	—	—	—	46	12,877	46	12,877
Minor Casualties .. .. .	1	189	—	—	—	—	50	11,520	51	11,709
TOTAL .. .. .	2	282	—	—	—	—	213	30,886	215	40,166
Collisions:										
Total Losses .. .. .	1	59	—	—	—	—	10	4,185	11	4,244
Serious Casualties .. .. .	—	—	—	—	—	—	17	8,400	17	8,400
Minor Casualties .. .. .	1	76	—	—	—	—	26	8,871	27	8,947
TOTAL .. .. .	2	135	—	—	—	—	53	16,506	55	16,641
Other Causes:										
Total Losses .. .. .	—	—	—	—	—	—	11	2,517	11	2,517
Serious Casualties .. .. .	—	—	—	—	1	999	53	20,539	54	21,538
Minor Casualties .. .. .	2	724	1	706	—	—	87	30,152	90	31,582
TOTAL .. .. .	2	724	1	706	1	999	151	53,258	155	55,697
Missing Vessels .. .. .	1	252	—	—	—	—	11	1,676	12	1,928
From all Causes:										
Total Losses .. .. .	3	404	—	—	—	—	190	27,902	193	28,306
Serious Casualties .. .. .	—	—	—	—	1	999	116	36,916	117	37,915
Minor Casualties .. .. .	4	989	1	706	—	—	163	50,543	168	52,238
TOTAL .. .. .	7	1,393	1	706	1	999	409	115,361	478	118,499

## (b.) Steam Vessels.

Foundering: (Total Losses) .. ..	1	165	—	—	—	—	2	892	3	1,057
Strandings:										
Total Losses .. .. .	5	2,890	2	1,349	—	—	7	922	14	3,151
Serious Casualties .. .. .	11	7,205	3	2,954	—	—	2	112	16	10,271
Minor Casualties .. .. .	23	13,267	9	8,585	—	—	7	990	38	22,812
TOTAL .. .. .	38	23,352	14	12,888	—	—	16	1,994	68	36,234
Collisions:										
Total Losses .. .. .	—	—	—	—	—	—	—	—	—	—
Serious Casualties .. .. .	1	222	2	791	1	112	3	228	7	1,348
Minor Casualties .. .. .	7	3,730	3	1,736	—	—	1	410	11	5,896
TOTAL .. .. .	8	3,952	5	2,527	1	112	4	638	18	7,244
Other Causes:										
Total Losses .. .. .	—	—	—	—	—	—	—	—	—	—
Serious Casualties .. .. .	15	16,229	6	5,730	—	—	9	991	30	22,949
Minor Casualties .. .. .	13	10,227	7	8,900	—	—	3	410	23	19,537
TOTAL .. .. .	28	26,456	13	14,630	—	—	12	1,401	53	42,477
Missing Vessels .. .. .	—	—	—	—	—	—	—	—	—	—
From all Causes:										
Total Losses .. .. .	6	3,045	2	1,349	—	—	9	1,814	17	6,206
Serious Casualties .. .. .	27	23,656	11	9,460	1	112	14	1,331	53	34,559
Minor Casualties .. .. .	42	27,214	19	19,221	—	—	11	1,780	72	48,215
TOTAL .. .. .	75	53,915	32	30,030	1	112	34	4,925	142	88,982

## (c.) Total.

Foundering: (Total Losses) .. ..	1	165	—	—	—	—	43	4,927	44	5,092
Strandings:										
Total Losses .. .. .	6	2,873	2	1,349	—	—	124	16,411	132	20,733
Serious Casualties .. .. .	11	7,205	3	2,954	—	—	48	12,989	62	23,146
Minor Casualties .. .. .	23	13,456	9	8,585	—	—	57	12,480	89	34,521
TOTAL .. .. .	40	23,634	14	12,888	—	—	229	41,880	283	78,402
Collisions:										
Total Losses .. .. .	1	59	—	—	—	—	10	4,185	11	4,244
Serious Casualties .. .. .	1	222	2	791	1	112	20	3,678	24	4,796
Minor Casualties .. .. .	8	3,796	3	1,736	—	—	27	9,281	38	14,813
TOTAL .. .. .	10	4,077	5	2,527	1	112	57	17,144	73	23,855
Other Causes:										
Total Losses .. .. .	—	—	—	—	—	—	11	2,517	11	2,517
Serious Casualties .. .. .	15	16,229	6	5,730	1	999	62	21,590	84	44,538
Minor Casualties .. .. .	15	10,951	8	9,606	—	—	90	30,562	113	51,119
TOTAL .. .. .	30	27,180	14	15,336	1	999	163	54,659	208	98,164
Missing Vessels .. .. .	1	252	—	—	—	—	11	1,676	12	1,928
From all Causes:										
Total Losses .. .. .	9	3,449	2	1,349	—	—	199	28,716	210	34,514
Serious Casualties .. .. .	27	23,656	11	9,460	2	1,111	130	35,247	170	73,474
Minor Casualties .. .. .	46	28,203	20	19,221	—	—	174	52,523	240	100,463
TOTAL .. .. .	82	55,308	33	30,736	2	1,111	503	120,286	620	207,441

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions\*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and, as far as reported, the CAUSES to which the Casualties were attributed.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipment or Stowage.														
Improper Stowage or Ballasting .. .. .	2	—	—	—	—	—	—	2	2	—	2	—	2	4
Overloading .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	3	1	—	1	2	—	3	1	4	—	4	3	2	9
TOTAL .. .. .	5	1	—	1	2	—	3	3	6	—	6	3	4	13
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew .. .. .	—	22	3	4	29	—	—	—	—	—	22	3	4	29
Error, &c., of Pilots .. .. .	—	—	1	2	3	—	—	—	—	—	—	1	2	3
TOTAL .. .. .	—	22	4	6	32	—	—	—	—	—	22	4	6	32
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
“ “ Other Substances .. .. .	—	—	—	—	—	1	—	—	1	—	1	—	—	1
Fires, other than Spontaneous Combustion .. .. .	—	—	—	—	—	2	1	—	3	—	2	1	—	3
Inevitable Accident .. .. .	—	3	5	11	19	1	1	4	6	—	4	6	15	25
Striking Rocks or Shoals not marked on Charts .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Lights or Buoys on Coasts or Shoals .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice .. .. .	—	—	—	—	—	3	1	1	5	—	3	1	1	5
Striking on Floating or Sunken Wreck .. .. .	—	—	1	—	1	—	—	—	—	—	—	1	—	1
Failure of Steering Gear .. .. .	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Want of Pilot .. .. .	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Bad management of, or want of power in, Steam Tugs; or defective Tow Ropes.	—	2	—	—	2	—	—	—	—	—	2	—	—	2
TOTAL .. .. .	—	6	6	11	23	7	3	6	16	—	13	9	17	39
CLASS 5.														
Unknown Cases .. .. .	6	11	4	2	17	2	3	3	8	12	31	7	5	43
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c. .. .. .	29	56	22	21	99	2	42	73	117	—	87	64	94	245
Heavy Seas .. .. .	1	1	1	—	2	—	3	5	8	—	2	4	5	11
Calms and Currents .. .. .	—	5	4	7	16	—	—	—	—	—	5	4	7	16
Fogs, &c. .. .. .	—	16	5	3	24	—	—	—	—	—	16	5	3	24
Lightning .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL .. .. .	30	78	32	31	141	2	45	78	125	—	110	77	109	296
GRAND TOTAL.. .. .	41	118	46	51	215	11	54	90	155	12	182	100	141	423

\* For the causes of Collisions, see Part III., Table 61.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes—continued.

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Found- ings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipment or Stowage.														
Improper Stowage or Ballasting .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Overloading .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equip- ment, Charts, &c.	2	—	—	—	—	—	—	—	—	—	2	—	—	2
TOTAL .. .. .	2	—	—	—	—	—	—	—	—	—	2	—	—	2
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew.. ..	—	9	9	12	30	—	—	—	—	—	9	9	12	30
Error, &c., of Pilots .. .. .	—	1	1	3	5	—	—	—	—	—	1	1	3	5
TOTAL .. .. .	—	10	10	15	35	—	—	—	—	—	10	10	15	35
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions.. .. .	—	1	—	—	1	—	18	11	29	—	1	18	11	30
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions .. .. .	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Spontaneous Combustion of Coal .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " Other Substances .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires, other than Spontaneous Combustion .. ..	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Inevitable Accident .. .. .	—	2	2	9	13	—	1	—	1	—	2	3	9	14
Striking Rocks or Shoals not marked on Charts ..	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Want of Lights or Buoys on Coasts or Shoals ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice.. .. .	—	—	—	—	—	—	1	3	4	—	—	1	3	4
Striking on Floating or Sunken Wreck .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Failure of Steering Gear * .. .. .	—	—	—	1	1	—	1	—	1	—	—	1	1	2
Want of Pilot .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bad management of, or want of power in, Steam Tugs; or defective Tow Ropes.	—	—	—	1	1	—	—	—	—	—	—	—	1	1
TOTAL .. .. .	—	2	2	12	16	—	4	4	8	—	2	6	16	24
CLASS 5.														
Unknown Cases .. .. .	—	—	2	3	5	—	1	—	1	—	—	3	3	6
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c. .. .. .	1	1	—	2	3	—	6	8	14	—	2	6	10	18
Heavy Seas .. .. .	—	—	1	—	1	—	1	—	1	—	—	2	—	2
Calms and Currents .. .. .	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Fogs, &c. .. .. .	—	—	1	5	6	—	—	—	—	—	—	1	5	6
Lightning .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL .. .. .	1	1	2	8	11	—	7	8	15	—	2	9	16	27
GRAND TOTAL.. .. .	3	14	16	38	66	—	30	23	53	—	17	46	61	124

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes—continued.

## (c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipment or Stowage.														
Improper Stowage or Ballasting .. .. .	2	—	—	—	—	—	—	2	2	—	2	—	2	4
Overloading .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	5	1	—	1	2	—	3	1	4	—	6	3	2	11
TOTAL .. .. .	7	1	—	1	2	—	3	3	6	—	8	3	4	15
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew .. .. .	—	31	12	16	59	—	—	—	—	—	31	12	16	59
Error, &c., of Pilots .. .. .	—	1	2	5	8	—	—	—	—	—	1	2	5	8
TOTAL .. .. .	—	32	14	21	67	—	—	—	—	—	32	14	21	67
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions .. .. .	—	1	—	—	1	—	18	11	29	—	1	18	11	30
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions .. .. .	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Spontaneous Combustion of Coal .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
"    "    Other Substances .. .. .	—	—	—	—	—	1	—	—	1	—	1	—	—	1
Fire, other than Spontaneous Combustion .. .. .	—	—	—	—	—	2	2	—	4	—	2	2	—	4
Inevitable Accident .. .. .	—	5	7	20	32	1	2	4	7	—	6	9	24	39
Striking Rocks or Shoals not marked on Charts .. .. .	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Want of Lights or Buoys on Coasts or Shoals .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice.. .. .	—	—	—	—	—	3	2	4	9	—	3	2	4	9
Striking on Floating or Sunken Wreck .. .. .	—	—	1	—	1	—	—	—	—	—	—	1	—	1
Failure of Steering Gear .. .. .	—	—	—	1	1	—	1	1	2	—	—	1	2	3
Want of Pilot .. .. .	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Bad management of, or want of power in, Steam Tugs; or defective Tow Ropes.	—	2	—	1	3	—	—	—	—	—	2	—	1	3
TOTAL .. .. .	—	8	8	23	39	7	7	10	24	—	15	15	33	63
CLASS 5.														
Unknown Cases .. .. .														
	6	11	6	5	22	2	4	3	9	12	31	10	8	49
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c. .. .. .	30	57	22	23	103	2	48	81	131	—	89	70	104	263
Heavy Seas .. .. .	1	1	2	—	3	—	4	5	9	—	2	6	5	13
Calms and Currents .. .. .	—	5	4	8	17	—	—	—	—	—	5	4	8	17
Fogs, &c. .. .. .	—	16	6	8	30	—	—	—	—	—	16	6	8	30
Lightning .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL .. .. .	31	79	34	39	152	2	52	86	140	—	112	86	125	323
GRAND TOTAL .. .. .	44	132	62	89	283	11	84	113	208	12	199	146	203	547

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 27. LOCALITIES:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Found-derings.				Strandings.				Collisions.				Other Causes.				Total.			
	Total.	Losses.	Serious.	Minor.	Total.	Losses.	Serious.	Minor.	Total.	Losses.	Serious.	Minor.	Total.	Losses.	Serious.	Minor.	Total.	Losses.	Serious.	Minor.
Fern Islands to Flamborough Head .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland .. .. .	—	—	1	4	5	1	—	—	—	—	—	—	—	5	1	—	5	1	1	9
North Foreland to St. Catherine's Point .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head .. .. .	—	—	—	2	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	3	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	3	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands .. .. .	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	2	1	12	15	3	2	10	15	1	2	14	17	—	6	5	36	47	—	—
On or near the Coasts of British Possessions Abroad	19	84	26	21	131	1	6	9	16	3	8	7	18	—	107	40	37	184	—	—
On or near the Coasts of Foreign Countries .. .. .	—	32	13	18	63	2	8	6	16	1	1	2	11	—	35	27	33	95	—	—
In Oceans and Seas .. .. .	22	—	1	—	1	5	1	2	8	6	43	60	109	12	45	45	62	152	—	—
Total Abroad .. .. .	41	116	45	39	200	8	15	17	40	10	52	76	138	12	187	112	132	431	—	—
GRAND TOTAL .. .. .	41	118	46	51	215	11	17	27	55	11	54	90	155	12	193	117	168	478	—	—

## (b.) Steam Vessels.

Fern Islands to Flamborough Head .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	2	2	—	—
Cape Wrath to Buchanness .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	—	2	2	—	—
On or near the Coasts of British Possessions Abroad	1	13	10	20	52	5	7	12	—	7	7	14	—	14	22	43	79	—	—	—
On or near the Coasts of Foreign Countries .. .. .	—	1	5	8	14	—	1	2	—	—	—	—	—	—	6	9	16	—	—	—
In Oceans and Seas .. .. .	2	—	1	1	2	—	1	2	8	—	23	15	38	—	25	18	45	—	—	—
Total Abroad .. .. .	3	14	16	38	68	—	7	10	17	—	50	22	52	—	17	53	70	140	—	—
GRAND TOTAL .. .. .	3	14	16	38	68	—	7	11	18	—	50	23	53	—	17	53	72	142	—	—

## (c.) Total.

Fern Islands to Flamborough Head .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland .. .. .	—	—	1	4	5	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head .. .. .	—	—	—	2	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	3	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	3	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands .. .. .	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	2	1	12	15	3	2	11	16	1	2	15	18	—	6	5	38	49	—	—
On or near the Coasts of British Possessions Abroad	30	97	36	50	183	1	11	16	28	3	15	14	32	—	121	62	90	363	—	—
On or near the Coasts of Foreign Countries .. .. .	—	53	23	26	82	2	9	7	18	1	1	9	11	—	36	33	43	111	—	—
In Oceans and Seas .. .. .	24	—	2	1	3	5	2	4	11	6	66	75	147	12	47	70	80	197	—	—
Total Abroad .. .. .	44	130	61	77	208	8	22	27	57	10	82	98	190	12	204	165	202	571	—	—
GRAND TOTAL .. .. .	44	132	62	89	283	11	24	38	73	11	84	113	205	12	210	170	246	630	—	—

## Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

**TABLE 28. Classification.\*—Total Losses only :—**Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and whether the Vessels were **CLASSED\*** or **UNCLASSED\***.

Nature of the Casualties.	Classed Vessels.*		Unclassed Vessels.*		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
<b>(a.) Sailing Vessels.</b>						
Foundering .. .. .	3	1,760	38	2,275	41	4,035
Strandings .. .. .	6	3,836	112	11,746	118	15,582
Collisions .. .. .	5	3,413	6	831	11	4,244
Other Causes .. .. .	—	—	11	2,517	11	2,517
Missing Vessels .. .. .	—	—	12	1,928	12	1,928
<b>TOTAL .. .. .</b>	<b>14</b>	<b>9,009</b>	<b>179</b>	<b>19,277</b>	<b>193</b>	<b>28,306</b>
<b>(b.) Steam Vessels.</b>						
Foundering .. .. .	—	—	3	1,057	3	1,057
Strandings .. .. .	1	120	13	5,031	14	5,151
Collisions .. .. .	—	—	—	—	—	—
Other Causes .. .. .	—	—	—	—	—	—
Missing Vessels .. .. .	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>1</b>	<b>120</b>	<b>16</b>	<b>6,088</b>	<b>17</b>	<b>6,208</b>
<b>(c.) Total.</b>						
Foundering .. .. .	3	1,760	41	3,333	44	5,093
Strandings .. .. .	7	3,956	125	16,777	132	20,733
Collisions .. .. .	5	3,413	6	831	11	4,244
Other Causes .. .. .	—	—	11	2,517	11	2,517
Missing Vessels .. .. .	—	—	12	1,928	12	1,928
<b>TOTAL .. .. .</b>	<b>15</b>	<b>9,129</b>	<b>195</b>	<b>23,385</b>	<b>210</b>	<b>34,514</b>

\* "Classed" vessels comprise those classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably contains a number of vessels classed in some of the smaller registries.

## Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

**TABLE 29. Seamen and Passengers Lost.—Totals :—**Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
<b>(a.) Lives Lost in Vessels Totally Lost.</b>															
Foundering .. .. .	15	1,720	45	13	58	1	165	9	—	9	16	1,885	54	13	67
Strandings .. .. .	7	912	13	—	18	—	—	—	—	—	7	912	13	—	14
Collisions .. .. .	1	49	3	—	3	—	—	—	—	—	1	49	3	—	3
Other Causes .. .. .	1	433	1	—	1	—	—	—	—	—	1	433	1	—	1
Missing Vessels .. .. .	12	1,928	76	1	77	—	—	—	—	—	12	1,928	76	1	77
<b>TOTAL .. .. .</b>	<b>36</b>	<b>5,047</b>	<b>143</b>	<b>14</b>	<b>157</b>	<b>1</b>	<b>165</b>	<b>9</b>	<b>—</b>	<b>9</b>	<b>37</b>	<b>5,312</b>	<b>153</b>	<b>14</b>	<b>166</b>
<b>(b.) Lives Lost in Vessels Partially Lost.</b>															
Strandings .. .. .	1	122	1	—	1	—	—	—	—	—	1	122	1	—	1
Collisions .. .. .	1	41	1	—	1	—	—	—	—	—	1	41	1	—	1
Other Causes .. .. .	13	7,393	15	—	15	2	1,296	2	—	2	15	8,689	17	—	17
<b>TOTAL .. .. .</b>	<b>15</b>	<b>7,556</b>	<b>17</b>	<b>—</b>	<b>17</b>	<b>2</b>	<b>1,296</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>17</b>	<b>8,862</b>	<b>19</b>	<b>—</b>	<b>19</b>
<b>(c.) Total.</b>															
Foundering .. .. .	15	1,720	45	13	58	1	165	9	—	9	16	1,885	54	13	67
Strandings .. .. .	8	1,034	19	—	19	—	—	—	—	—	8	1,034	19	—	19
Collisions .. .. .	2	90	4	—	4	—	—	—	—	—	2	90	4	—	4
Other Causes .. .. .	14	7,831	16	—	16	2	1,296	2	—	2	16	9,127	13	—	18
Missing Vessels .. .. .	12	1,928	76	1	77	—	—	—	—	—	12	1,928	76	1	77
<b>TOTAL .. .. .</b>	<b>51</b>	<b>12,603</b>	<b>160</b>	<b>14</b>	<b>174</b>	<b>3</b>	<b>1,461</b>	<b>11</b>	<b>—</b>	<b>11</b>	<b>54</b>	<b>14,064</b>	<b>171*</b>	<b>14</b>	<b>185</b>

\* Includes 1 Lascar.

## Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

**TABLE 30. Seamen Lost.—Cargoes.**—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

## (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Four- derings.	Strandings.			Collisions.			Other Causes.			Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.		Total.	Total Losses.	Partial Losses.	Total.
Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast .. ..	4	11	1	6	1	2	7	—	—	—	—	—	—	—	—
Timber .. ..	2	10	1	6	1	2	7	—	—	—	—	—	—	—	—
Grain .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal .. ..	—	—	4	9	—	4	9	—	—	—	—	—	—	—	—
Metallic Ores, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. .	1	7	—	—	—	—	—	—	—	—	—	3	20	4	27
Guano, &c. .	—	—	—	—	—	—	—	—	—	—	—	1	8	1	8
Dung, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	1	3	—	—	—	—	—	—	1	3
Cotton, Wool, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General .. ..	1	1	1	2	—	1	2	—	—	—	—	3	13	3	14
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	5	16	—	—	—	—	—	—	—	—	—	5	6	—	21
TOTAL ..	13	45	7	18	1	1	8	19	1	3	1	1	2	4	1

## (b.) Lives Lost in Steam Vessels.

Ballast .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grain .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal .. ..	1	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Metallic Ores, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL ..</b>	<b>1</b>	<b>9</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>

## (c.) Total.

Ballast .. ..	4	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber .. ..	2	10	1	6	1	2	7	—	—	—	—	—	—	—	—	—
Grain .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal .. ..	1	9	4	9	—	4	9	—	—	—	—	—	—	—	—	—
Metallic Ores, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. .	1	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	1	3	—	—	1	3	—	—	—	—	—
Cotton, Wool, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .	1	1	1	2	—	1	2	—	—	—	—	—	—	—	—	—
General .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various .. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown .. ..	5	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL ..</b>	<b>14</b>	<b>54</b>	<b>7</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>

**Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.**

**TABLE 31. Seamen Lost.—Tonnages :—**Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

**(a.) Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages	Found- derings.		Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.												
			Total Losses.		Partial Losses.		Total Losses.		Partial Losses.		Total Losses.		Partial Losses.			Total Losses.		Partial Losses.		Total.								
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.								
Under 50 tons ..	8	17	1	2	—	—	1	2	1	3	1	1	2	4	—	—	—	1	2	11	24	1	1	12	26			
50 tons & under 100 ..	10	11	3	11	—	—	3	11	—	—	—	—	—	—	—	—	1	28	10	50	1	1	11	61				
100 " " 200 ..	2	10	3	3	1	1	3	4	—	—	—	—	—	—	3	4	3	4	2	13	6	4	5	10	31			
200 " " 300 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	2	2	15	2	1	2	3	17			
300 " " 400 ..	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	4	4	3	7	2	4	4	6	13			
400 " " 500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	4	4	1	11	2	12	—	2	12			
500 " " 600 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
600 " " 700 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
700 " " 800 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
800 " " 1,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
1,000 " " 1,200 ..	1	7	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	1	7	2	2	3	9			
1,200 " " 1,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	1	1	1	1			
1,500 " " 2,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	1	1	1	1			
2,000 " " 2,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
2,500 " " 3,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
TOTAL .. ..	13	45	7	18	1	1	8	19	1	3	1	1	2	4	1	1	13	15	14	16	12	76	34	143	15	17	49	100

**(b.) Lives Lost in Steam Vessels.**

Under 50 tons ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
50 tons & under 100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
100 " " 200	1	9	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	9	1	1	2	10
200 " " 300	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
300 " " 400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
400 " " 500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
500 " " 600	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
600 " " 700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
700 " " 800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
800 " " 1,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1,000 " " 1,200	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
1,200 " " 1,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1,500 " " 2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2,000 " " 2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
2,500 " " 3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL .. ..	1	9	—	—	—	—	—	—	—	—	2	2	2	2	—	—	1	9	2	2	3	11

**(c.) Total.**

Under 50 tons	8	17	1	2	—	—	1	3	1	3	1	1	2	4	—	—	—	—	—	1	2	11	24	1	1	12	25	
50 tons & under 100	2	11	3	11	—	—	3	11	—	—	—	—	—	—	1	1	1	1	5	28	10	50	1	1	11	51		
100 " " 200	3	19	2	3	1	1	3	4	—	—	—	—	—	—	4	5	4	5	2	13	7	35	5	6	12	41		
200 " " 300	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	2	2	15	2	15	1	2	3	17		
300 " " 400	—	—	1	2	—	—	1	2	—	—	—	—	—	—	4	4	4	4	1	7	2	9	4	4	6	13		
400 " " 500	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	11	2	12	—	—	2	13		
500 " " 600	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
600 " " 700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
700 " " 800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
800 " " 1,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
1,000 " " 1,200	1	7	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	—	—	1	7	3	3	4	10		
1,200 " " 1,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1		
1,500 " " 2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1		
2,000 " " 2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
2,500 " " 3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
TOTAL .. ..	14	54	7	18	1	1	8	19	1	3	1	1	2	4	1	1	15	17	16	18	12	76	35	153	17	19	53	171

## Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 32. **Seamen Lost.—Ages of the Vessels:—**Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the AGES of the Vessels.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Foundering.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.		Partial Losses.	Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Under 3 years	2	8	-	-	-	-	-	-	-	-	-	-	1	7	3	15
3 and not exceeding 7 years	3	7	1	2	-	-	1	2	-	-	-	3	19	7	28	33
8 " 10 "	1	4	2	8	-	-	2	8	-	-	-	4	14	1	5	15
11 " 14 "	1	1	-	-	-	-	-	-	-	-	-	2	3	3	8	20
15 " 20 "	2	14	1	2	1	1	2	3	1	1	1	2	11	6	5	33
21 " 30 "	3	10	1	1	-	-	1	1	1	3	-	1	11	6	6	25
31 " 40 "	-	-	2	5	-	-	2	5	-	-	-	2	13	4	18	18
41 " 50 "	1	1	-	-	-	-	-	-	-	-	-	-	1	-	1	1
51 " 60 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61 " 70 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71 " 80 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81 " 90 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
91 " 100 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	13	45	7	18	1	1	8	19	1	3	1	13	76	34	143	190

(b.) **Lives Lost in Steam Vessels.**

Under 3 years	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 and not ex- ceeding 7 years	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8 " 10 "	-	-	-	-	-	-	-	-	-	-	1	1	1	1	-	-	-	1	1	1
11 " 14 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15 " 20 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21 " 30 "	1	9	-	-	-	-	-	-	-	-	1	1	1	1	-	1	9	1	1	2
31 " 40 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41 " 50 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51 " 60 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61 " 70 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71 " 80 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81 " 90 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
91 " 100 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1	9	-	-	-	-	-	-	-	-	2	2	2	2	-	1	9	2	2	3

(c.) **Total.**

Under 3 years	-	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 and not exceeding 7 years	-	3	7	1	2	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-
8 " 10 "	-	1	4	2	8	-	-	2	8	-	-	-	-	-	-	-	-	-	-	-
11 " 14 "	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15 " 20 "	-	2	14	1	2	1	1	2	3	-	-	1	1	1	1	1	1	3	1	1
21 " 30 "	-	4	19	1	1	-	-	1	1	1	3	-	-	1	1	1	1	1	1	1
31 " 40 "	-	-	-	2	5	-	-	2	5	-	-	-	-	-	-	-	-	-	-	-
41 " 50 "	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51 " 60 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61 " 70 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71 " 80 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81 " 90 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
91 " 100 "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	14	64	7	18	1	1	8	19	1	3	1	1	2	4	1	1	15	17	16

**Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.**

**TABLE 33. Seamen Lost.—Localities :—**Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Found- dreadings.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.			
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.		Partial Losses.	Total.		
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	
(a.) Lives Lost in Sailing Vessels.																	
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	1	3	—	—	—	—	—	—	1	3
On or near the Coasts of British Possessions Abroad.	8	20	6	16	1	1	7	17	—	—	1	1	1	1	—	14	36
On or near the Coasts of Foreign Countries.	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	1	2
In Oceans and Seas	5	25	—	—	—	—	—	—	—	—	—	—	—	—	—	18	102
TOTAL ..	13	45	7	18	1	1	8	19	1	3	1	1	2	4	1	34	143
(b.) Lives Lost in Steam Vessels.																	
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
On or near the Coasts of British Possessions Abroad.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
On or near the Coasts of Foreign Countries.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
In Oceans and Seas	1	9	—	—	—	—	—	—	—	—	—	2	2	2	2	1	9
TOTAL ..	1	9	—	—	—	—	—	—	—	—	—	2	2	2	2	1	9
(c.) Total.																	
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	1	3	—	—	—	—	—	—	1	3
On or near the Coasts of British Possessions Abroad.	8	20	6	16	1	1	7	17	—	—	1	1	1	1	—	14	36
On or near the Coasts of Foreign Countries.	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	1	2
In Oceans and Seas	6	34	—	—	—	—	—	—	—	—	—	1	1	15	17	19	111
TOTAL ..	14	54	7	18	1	1	8	19	1	3	1	1	2	4	1	35	152

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions  
Abroad.

TABLE 34. **Seamen and Passengers Lost.—Classification\*:**—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the LIVES LOST in CLASSED\* Vessels from those Lost in UNCLASSED\* Vessels.

(a.) **Lives Lost in Vessels Totally Lost.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
	(1.) LIVES LOST IN SAILING VESSELS.											
Foundering ..	1	7	—	7	14	38	13	51	15	45	13	58
Strandings ..	1	2	—	2	6	16	—	16	7	18	—	18
Collisions ..	1	3	—	3	—	—	—	—	1	3	—	3
Other Causes ..	—	—	—	—	1	1	—	1	1	1	—	1
Missing Vessels ..	—	—	—	—	12	76	1	77	12	76	1	77
TOTAL ..	3	12	—	12	33	131	14	145	36	143	14	157
	(2.) LIVES LOST IN STEAM VESSELS.											
Foundering ..	—	—	—	—	1	9	—	9	1	9	—	9
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels ..	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	—	—	—	—	1	9	—	9	1	9	—	9
	(3.) TOTAL.											
Foundering ..	1	7	—	7	15	47	13	60	16	54	13	67
Strandings ..	1	2	—	2	6	16	—	16	7	18	—	18
Collisions ..	1	3	—	3	—	—	—	—	1	3	—	3
Other Causes ..	—	—	—	—	1	1	—	1	1	1	—	1
Missing Vessels ..	—	—	—	—	12	76	1	77	12	76	1	77
TOTAL ..	3	12	—	12	34	140	14	154	37	152	14	166

(b.) **Lives Lost in Vessels Partially Lost.**

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings ..	—	—	—	—	1	1	—	1	1	1	—	1
Collisions ..	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes ..	8	9	—	9	5	6	—	6	13	15	—	15
<b>TOTAL ..</b>	<b>8</b>	<b>9</b>	<b>—</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>—</b>	<b>8</b>	<b>15</b>	<b>17</b>	<b>—</b>	<b>17</b>
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	—	—	—	—	2	2	—	2	2	2	—	2
<b>TOTAL ..</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>—</b>	<b>2</b>
(3.) TOTAL.												
Strandings ..	—	—	—	—	1	1	—	1	1	1	—	1
Collisions ..	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes ..	8	9	—	9	7	8	—	8	15	17	—	17
<b>TOTAL ..</b>	<b>8</b>	<b>9</b>	<b>—</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>—</b>	<b>10</b>	<b>17</b>	<b>19</b>	<b>—</b>	<b>19</b>

(c.) **Total.**

(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	1	7	—	7	14	33	13	51	15	45	13	58
Strandings ..	1	2	—	2	7	17	—	17	8	19	—	19
Collisions ..	1	3	—	3	1	1	—	1	2	4	—	4
Other Causes ..	8	9	—	9	6	7	—	7	14	16	—	16
Missing Vessels ..	—	—	—	—	12	76	1	77	12	76	1	77
<b>TOTAL ..</b>	<b>11</b>	<b>21</b>	<b>—</b>	<b>21</b>	<b>40</b>	<b>139</b>	<b>14</b>	<b>153</b>	<b>51</b>	<b>160</b>	<b>14</b>	<b>174</b>
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	—	—	—	—	1	9	—	9	1	9	—	9
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	—	—	—	—	2	2	—	2	2	2	—	2
Missing Vessels ..	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL ..</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>3</b>	<b>11</b>	<b>—</b>	<b>11</b>	<b>3</b>	<b>11</b>	<b>—</b>	<b>11</b>
(3.) TOTAL.												
Foundering ..	1	7	—	7	15	47	13	60	16	54	13	67
Strandings ..	1	2	—	2	7	17	—	17	8	19	—	19
Collisions ..	1	3	—	3	1	1	—	1	2	4	—	4
Other Causes ..	8	9	—	9	8	9	—	9	16	18	—	18
Missing Vessels ..	—	—	—	—	12	76	1	77	12	76	1	77
<b>TOTAL ..</b>	<b>11</b>	<b>21</b>	<b>—</b>	<b>21</b>	<b>43</b>	<b>150</b>	<b>14</b>	<b>164</b>	<b>54</b>	<b>171</b>	<b>14</b>	<b>185</b>

\* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in British Possessions Abroad.

TABLE 35. Deaths at Sea from all Causes. Grand Totals:—Statement showing the Total Number of Deaths at Sea in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from :—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1898–99 ;
- (2.) Accidents other than Wreck reported during 1898–99 ;
- (3.) Disease, Murder, Suicide, &c. reported during 1898–99 ;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Pas-sengers.	Crew.		Pas-sengers.	Crew.		Pas-sengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels.—(See Tables 29 to 34.)	160	—	14	10	1	—	170	1	14
Accidents other than Wreck or Casualty.	28	—	—	2	3	3	30	3	3
Disease, Murder, Homicide, Suicide, and Unknown Causes.	27	1	1	8	4	57	35	5	58
TOTAL ... ..	215	1	15	20	8	60	235	9	75

## Sea Casualties to British registered Merchant Vessels.

**TABLE 36. Summary :—**Statement showing the Number and Tonnage of Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 19.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	71	10,713	—	—	—	—	71	10,713
Strandings	194	38,517	134	27,198	407	77,927	735	143,642
Collisions	29	5,946	87	27,180	372	73,658	488	106,784
Other Causes	16	6,477	206	141,996	769	316,477	991	464,950
Missing Vessels	30	16,698	—	—	—	—	30	16,698
<b>TOTAL</b>	<b>340</b>	<b>78,351</b>	<b>427</b>	<b>196,374</b>	<b>1,548</b>	<b>468,062</b>	<b>2,315</b>	<b>742,787</b>
(b.) Steam Vessels.								
Foundering	27	20,338	—	—	—	—	27	20,338
Strandings	64	63,391	251	266,175	656	632,790	971	962,356
Collisions	19	16,772	137	127,491	493	439,786	649	584,049
Other Causes	7	8,509	488	628,402	1,230	1,534,973	1,725	2,171,884
Missing Vessels	12	19,026	—	—	—	—	12	19,026
<b>TOTAL</b>	<b>129</b>	<b>128,036</b>	<b>876</b>	<b>1,022,068</b>	<b>2,379</b>	<b>2,607,549</b>	<b>3,384</b>	<b>3,757,653</b>
(c.) Total.								
Foundering	98	31,051	—	—	—	—	98	31,051
Strandings	258	101,908	385	293,373	1,063	710,717	1,706	1,105,998
Collisions	48	22,718	224	154,671	865	513,444	1,137	690,833
Other Causes	23	14,986	694	770,398	1,999	1,851,450	2,716	2,636,834
Missing Vessels	42	35,724	—	—	—	—	42	35,724
<b>TOTAL</b>	<b>469</b>	<b>206,387</b>	<b>1,303</b>	<b>1,218,442</b>	<b>3,927</b>	<b>3,075,611</b>	<b>5,699</b>	<b>4,500,440</b>

## Lives Lost by Sea Casualties to British registered Merchant Vessels.

**TABLE 37. Seamen and Passengers Lost.—Summary:—**Statement showing the Number of LIVES LOST IN Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost—(Totals of Tables 12 and 29.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total	No.	Tonnage.	Crew.	Passengers.	Total	No.	Tonnage.	Crew.	Passengers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	23	5,162	82	13	95	11	13,016	111	1	112	34	18,178	193	14	207
Strandings ...	14	5,909	78	9	87	4	7,282	98	130	228	18	13,191	176	139	315
Collisions ...	6	669	17	—	17	5	4,760	45	—	45	11	5,429	62	—	62
Other Causes ...	2	1,555	7	3	10	1	4,486	1	—	1	3	6,041	8	3	11
Missing Vessels	30	16,698	326	2	328	12	19,026	329	1	330	42	35,724	655	3	658
<b>TOTAL ...</b>	<b>75</b>	<b>29,993</b>	<b>510</b>	<b>27</b>	<b>537</b>	<b>33</b>	<b>48,570</b>	<b>584</b>	<b>132</b>	<b>716</b>	<b>108</b>	<b>78,563</b>	<b>1,094</b>	<b>159</b>	<b>1,253</b>
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	3	1,831	8	—	8	2	1,372	6	—	6	5	3,203	14	—	14
Collisions ...	5	4,089	5	2	7	2	7,306	2	—	2	7	11,395	7	2	9
Other Causes ...	45	42,528	62	—	62	49	71,179	58	3	61	94	113,707	120	3	123
<b>TOTAL ...</b>	<b>53</b>	<b>48,448</b>	<b>75</b>	<b>2</b>	<b>77</b>	<b>53</b>	<b>79,857</b>	<b>66</b>	<b>3</b>	<b>69</b>	<b>106</b>	<b>128,305</b>	<b>141</b>	<b>5</b>	<b>146</b>
(c.) Total.															
Foundering ...	23	5,162	82	13	95	11	13,016	111	1	112	34	18,178	193	14	207
Strandings ...	17	7,740	86	9	95	6	8,654	104	130	234	23	16,394	190	139	329
Collisions ...	11	4,758	22	2	24	7	12,066	47	—	47	18	16,824	69	2	71
Other Causes ...	47	44,083	69	3	72	50	75,665	59	3	62	97	119,748	128	6	134
Missing Vessels	30	16,698	326	2	328	12	19,026	329	1	330	42	35,724	655	3	658
<b>TOTAL ...</b>	<b>128</b>	<b>78,141</b>	<b>585</b>	<b>29</b>	<b>614</b>	<b>86</b>	<b>128,427</b>	<b>650</b>	<b>135</b>	<b>785</b>	<b>214</b>	<b>206,868</b>	<b>1,235</b>	<b>164</b>	<b>1,399</b>

Deaths at Sea from all Causes in British registered Merchant Vessels.

TABLE 38. Deaths at Sea from all Causes. Summary :—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from :

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1898–99 ;
- (2.) Accidents other than Wreck reported during 1898–99 ;
- (3.) Disease, Murder, Suicide, &c., reported during 1898–99 ;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

(Totals of Tables 18 and 35.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Pas-sengers.	Crew.		Pas-sengers.	Crew.		Pas-sengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels.	585	—	29	617	33	135	1,202	33	164
Accidents other than Wreck or Casualty.	157	—	2	159	28	34	316	28	36
Disease, Murder, Homicide, Suicide, and Unknown Causes.	176	2	110	257	132	683	433	134	793
<b>TOTAL</b> ... ..	<b>918</b>	<b>2</b>	<b>141</b>	<b>1,033</b>	<b>193</b>	<b>852</b>	<b>1,951</b>	<b>195</b>	<b>993</b>

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## PART III.

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MISCELLANEOUS TABLES and SUMMARIES.

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Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 39. Totals :—Statement showing the Number and Tonnage of Unregistered Vessels belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	4	217	—	—	—	—	4	217
Strandings ..	11	172	3	152	13	570	27	84
Collisions ..	5	227	9	697	70	8,505	84	9,429
Other Causes ..	1	12	12	3,204	14	316	27	3,332
Missing Vessels ..	—	—	—	—	—	—	—	—
TOTAL ..	21	628	24	4,053	97	9,391	142	14,073
(b.) Steam Vessels.								
Foundering	1	30	—	—	—	—	1	30
Strandings ..	2	25	1	12	1	15	4	52
Collisions ..	—	—	1	103	23	7,039	24	7,142
Other Causes ..	—	—	6	207	4	549	10	756
Missing Vessels ..	—	—	—	—	—	—	—	—
TOTAL ..	3	55	8	322	28	7,603	39	7,989
(c.) Total.								
Foundering	5	247	—	—	—	—	5	247
Strandings ..	13	197	4	164	14	585	31	946
Collisions ..	5	327	10	800	93	15,544	108	16,571
Other Causes ..	1	12	18	3,411	18	865	37	4,298
Missing Vessels ..	—	—	—	—	—	—	—	—
TOTAL ..	24	683	32	4,375	125	16,994	181	22,062

Note.—Lightships, hulks, and unidentified vessels belonging to the United Kingdom are included in this Table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 40. Seamen and Passengers Lost :—Statement showing the Number of LIVES LOST in Unregistered Vessels belonging to the United Kingdom (exclusive of lives lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended June 30th 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ..	1	9	3	—	3	—	—	—	—	—	1	9	3	—	3
Strandings ..	2	86	5	1	6	—	—	—	—	—	2	86	5	1	6
Collisions ..	2	32	5	—	5	—	—	—	—	—	2	32	5	—	5
Other Causes ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	5	127	13	1	14	—	—	—	—	—	5	127	13	1	14
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	4	16	5	—	5	—	—	—	—	—	4	16	5	—	5
TOTAL ..	4	16	5	—	5	—	—	—	—	—	4	16	5	—	5
(c.) Total.															
Foundering ..	1	9	3	—	3	—	—	—	—	—	1	9	3	—	3
Strandings ..	2	86	5	1	6	—	—	—	—	—	2	86	5	1	6
Collisions ..	2	32	5	—	5	—	—	—	—	—	2	32	5	—	5
Other Causes ..	4	16	5	—	5	—	—	—	—	—	4	16	5	—	5
Missing Vessels ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	9	143	18	1	19	—	—	—	—	—	9	143	18	1	19

Note.—Lives lost by sea casualties to lightships, hulks, and unidentified vessels belonging to the United Kingdom are included in this Table.

## Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

**TABLE 41. Totals :—Statement showing the Number and Tonnage of Unregistered Vessels belonging to British Possessions Abroad (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering .. .. .	7	241	—	—	—	—	7	241
Strandings .. .. .	25	1,013	2	144	2	96	29	1,353
Collisions .. .. .	1	50	1	2,938	3	1,338	5	4,326
Other Causes .. .. .	—	—	3	270	—	—	3	270
Missing Vessels .. .. .	3	165	—	—	—	—	3	165
<b>TOTAL .. .. .</b>	<b>36</b>	<b>1,469</b>	<b>6</b>	<b>3,412</b>	<b>5</b>	<b>1,434</b>	<b>47</b>	<b>6,315</b>
<b>(b.) Steam Vessels.</b>								
Foundering .. .. .	1	10	—	—	—	—	1	10
Strandings .. .. .	—	—	—	—	—	—	—	—
Collisions .. .. .	—	—	1	41	1	100	2	141
Other Causes .. .. .	—	—	—	—	1	5	1	5
Missing Vessels .. .. .	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>41</b>	<b>2</b>	<b>105</b>	<b>4</b>	<b>156</b>
<b>(c.) Total.</b>								
Foundering .. .. .	8	251	—	—	—	—	8	251
Strandings .. .. .	25	1,013	2	144	2	96	29	1,353
Collisions .. .. .	1	50	2	3,038	4	1,438	7	4,527
Other Causes .. .. .	—	—	3	270	1	5	4	275
Missing Vessels .. .. .	3	165	—	—	—	—	3	165
<b>TOTAL .. .. .</b>	<b>37</b>	<b>1,479</b>	<b>7</b>	<b>3,453</b>	<b>7</b>	<b>1,539</b>	<b>51</b>	<b>6,471</b>

Note.—Lightships, hulks, and unidentified vessels belonging to British Possessions Abroad are included in this Table.

## Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

**TABLE 42. Seamen and Passengers Lost :—Statement showing the Number of LIVES LOST IN Unregistered Vessels belonging to British Possessions Abroad (exclusive of Lives Lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
<b>(a.) Lives Lost in Vessels Totally Lost.</b>															
Foundering .. .. .	2	71	4	2	6	1	10	1	1	2	3	81	5	3	8
Strandings .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels .. .. .	3	165	25	—	25	—	—	—	—	—	3	165	25	—	25
<b>TOTAL .. .. .</b>	<b>5</b>	<b>236</b>	<b>29</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>246</b>	<b>30</b>	<b>3</b>	<b>33</b>
<b>(b.) Lives Lost in Vessels Partially Lost.</b>															
Strandings .. .. .	1	24	4	—	4	—	—	—	—	—	1	24	4	—	4
Collisions .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>—</b>	<b>4</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>24</b>	<b>4</b>	<b>—</b>	<b>4</b>
<b>(c.) Total.</b>															
Foundering .. .. .	2	71	4	2	6	1	10	1	1	2	3	81	5	3	8
Strandings .. .. .	1	24	4	—	4	—	—	—	—	—	1	24	4	—	4
Collisions .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels .. .. .	3	165	25	—	25	—	—	—	—	—	3	165	25	—	25
<b>TOTAL .. .. .</b>	<b>6</b>	<b>260</b>	<b>33</b>	<b>2</b>	<b>35</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>270</b>	<b>34</b>	<b>3</b>	<b>37</b>

Note.—Lives lost by sea casualties to lightships, hulks, and unidentified vessels belonging to British Possessions Abroad are included in this Table.

Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 43. Totals:—Statement showing the Number and Tonnage of Yachts and Pleasure Boats (REGISTERED AND UNREGISTERED) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering	2	3	—	—	—	—	2	3
Strandings	13	68	7	349	47	1,163	67	1,500
Collisions	4	102	7	212	39	871	50	1,185
Other Causes	3	9	19	118	39	2,139	61	2,361
Missing Vessels	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>22</b>	<b>182</b>	<b>33</b>	<b>674</b>	<b>125</b>	<b>4,173</b>	<b>190</b>	<b>5,020</b>
<b>(b.) Steam Vessels.</b>								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	6	5	285	20	1,713	26	2,004
Collisions	—	—	5	675	23	1,206	28	1,781
Other Causes	—	—	10	131	11	1,235	21	1,366
Missing Vessels	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>1</b>	<b>6</b>	<b>20</b>	<b>991</b>	<b>54</b>	<b>4,144</b>	<b>75</b>	<b>5,151</b>
<b>(c.) Total.</b>								
Foundering	2	3	—	—	—	—	2	3
Strandings	14	74	12	634	67	2,876	93	3,584
Collisions	4	102	12	787	62	2,077	78	2,969
Other Causes	3	9	29	244	50	3,364	82	3,617
Missing Vessels	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>23</b>	<b>188</b>	<b>53</b>	<b>1,665</b>	<b>179</b>	<b>8,317</b>	<b>255</b>	<b>10,170</b>

Note.—As regards yachts belonging to British Possessions Abroad, only one was reported during 1898-99 as having met with a sea casualty. This was a half-decked sailing yacht which sank at Lyttelton, N.Z., but was afterwards raised. No loss of life was reported.

Lives Lost by Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 44. Seamen and Passengers Lost:—Statement showing the Number of LIVES LOST in Yachts and Pleasure Boats (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
<b>(a.) Lives Lost in Vessels Totally Lost.</b>															
Foundering	1	1	3	—	3	—	—	—	—	—	1	1	3	—	3
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	3	9	2	2	4	—	—	—	—	—	3	9	2	2	4
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>7</b>
<b>(b.) Lives Lost in Vessels Partially Lost.</b>															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	7	11	8	5	13	—	—	—	—	—	7	11	8	5	13
<b>TOTAL</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>13</b>
<b>(c.) Total.</b>															
Foundering	1	1	3	—	3	—	—	—	—	—	1	1	3	—	3
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	10	20	10	7	17	—	—	—	—	—	10	20	10	7	17
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>11</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>20</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>11</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>20</b>

See Note to Table 43.

## Sea Casualties to Fishing Vessels belonging to the United Kingdom.

**TABLE 45. Totals :—**Statement showing the Number and Tonnage of **Fishing Vessels** (REGISTERED AND UNREGISTERED) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering ... ..	18	324	—	—	—	—	18	324
Strandings ... ..	44	1,267	16	436	132	3,908	192	5,611
Collisions ... ..	13	513	47	1,947	343	13,520	403	15,980
Other Causes ... ..	7	360	61	2,188	315	14,586	383	17,134
Missing Vessels ... ..	4	160	—	—	—	—	4	160
<b>TOTAL ... ..</b>	<b>86</b>	<b>2,624</b>	<b>124</b>	<b>4,571</b>	<b>790</b>	<b>32,014</b>	<b>1,000</b>	<b>39,209</b>
<b>(b.) Steam Vessels.</b>								
Foundering ... ..	1	10	—	—	—	—	1	10
Strandings ... ..	4	177	19	841	61	3,031	84	4,049
Collisions ... ..	2	69	21	1,011	149	8,110	172	9,190
Other Causes ... ..	—	—	76	3,337	118	5,962	194	9,299
Missing Vessels ... ..	1	57	—	—	—	—	1	57
<b>TOTAL ... ..</b>	<b>8</b>	<b>313</b>	<b>116</b>	<b>5,189</b>	<b>328</b>	<b>17,103</b>	<b>452</b>	<b>22,605</b>
<b>(c.) Total.</b>								
Foundering ... ..	19	334	—	—	—	—	19	334
Strandings ... ..	48	1,444	35	1,277	193	6,939	276	9,660
Collisions ... ..	15	582	68	2,958	492	21,630	575	25,170
Other Causes ... ..	7	360	137	5,525	433	20,548	577	26,433
Missing Vessels ... ..	5	217	—	—	—	—	5	217
<b>TOTAL ... ..</b>	<b>94</b>	<b>2,937</b>	<b>240</b>	<b>9,760</b>	<b>1,118</b>	<b>49,117</b>	<b>1,452</b>	<b>61,814</b>

## Lives Lost by Sea Casualties to Fishing Vessels belonging to the United Kingdom.

**TABLE 46. Seamen and Passengers Lost :—**Statement showing the Number of LIVES LOST IN Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew	Pas-sen-gers.	Total	No.	Tonnage.	Crew	Pas-sen-gers.	Total	No.	Tonnage.	Crew	Pas-sen-gers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	4	10	8	—	8	—	—	—	—	—	4	10	8	—	8
Strandings ...	1	2	1	—	1	1	9	8	—	8	2	11	9	—	9
Collisions ...	2	61	4	—	4	—	—	—	—	—	2	61	4	—	4
Other Causes ...	1	2	3	—	3	—	—	—	—	—	1	2	3	—	3
Missing Vessels	4	160	29	1	30	1	57	8	—	8	5	217	37	1	38
<b>TOTAL ...</b>	<b>12</b>	<b>235</b>	<b>45</b>	<b>1</b>	<b>46</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>—</b>	<b>16</b>	<b>14</b>	<b>301</b>	<b>61</b>	<b>1</b>	<b>62</b>
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ...	2	19	3	—	3	1	75	1	—	1	3	94	4	—	4
Other Causes ...	19	489	31	—	31	10	451	10	—	10	29	940	41	—	41
<b>TOTAL ...</b>	<b>21</b>	<b>508</b>	<b>34</b>	<b>—</b>	<b>34</b>	<b>11</b>	<b>526</b>	<b>11</b>	<b>—</b>	<b>11</b>	<b>32</b>	<b>1,034</b>	<b>45</b>	<b>—</b>	<b>45</b>
(c.) Total.															
Foundering ...	4	10	8	—	8	—	—	—	—	—	4	10	8	—	8
Strandings ...	1	2	1	—	1	1	9	8	—	8	2	11	9	—	9
Collisions ...	4	80	7	—	7	1	75	1	—	1	5	155	8	—	8
Other Causes ...	20	491	34	—	34	10	451	10	—	10	30	942	44	—	44
Missing Vessels	4	160	29	1	30	1	57	8	—	8	5	217	37	1	38
<b>TOTAL ...</b>	<b>33</b>	<b>743</b>	<b>79</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>592</b>	<b>27</b>	<b>—</b>	<b>27</b>	<b>46</b>	<b>1,335</b>	<b>106</b>	<b>1</b>	<b>107</b>

## Deaths at Sea from all Causes in Fishing Vessels belonging to the United Kingdom.

**TABLE 47. Deaths at Sea from all Causes.—Grand Totals:—Statement showing the Total Number of Deaths at Sea in Fishing Vessels belonging to the United Kingdom, arising from:—**

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1898-99 ;  
 (2.) Accidents other than Wreck or Casualty reported during 1898-99 ;  
 (3.) Disease, Murder, Suicide, &c., reported during 1898-99 ;  
 and distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels—see Table 46.	79	1	27	—	106	1
Accidents other than Wreck and Casualty ..	53	1	34	—	87	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	8	—	10	—	18	—
<b>TOTAL .. .. .</b>	<b>140</b>	<b>2</b>	<b>71</b>	<b>—</b>	<b>211</b>	<b>2</b>

## Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

**TABLE 48. Totals:—Statement showing the Number and Tonnage of Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering .. .. .	2	55	—	—	—	—	2	55
Strandings .. .. .	16	833	—	—	2	209	18	1,035
Collisions .. .. .	—	—	—	—	—	—	—	—
Other Causes .. .. .	4	269	2	104	—	—	6	373
Missing Vessels .. .. .	1	73	—	—	—	—	1	73
<b>TOTAL .. .. .</b>	<b>23</b>	<b>1,223</b>	<b>2</b>	<b>104</b>	<b>2</b>	<b>209</b>	<b>27</b>	<b>1,536</b>
<b>(b.) Steam Vessels.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	—	—	—	—	—	—
Collisions .. .. .	—	—	—	—	—	—	—	—
Other Causes .. .. .	—	—	—	—	—	—	—	—
Missing Vessels .. .. .	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>(c.) Total.</b>								
Foundering .. .. .	2	55	—	—	—	—	2	55
Strandings .. .. .	16	833	—	—	2	209	18	1,035
Collisions .. .. .	—	—	—	—	—	—	—	—
Other Causes .. .. .	4	269	2	104	—	—	6	373
Missing Vessels .. .. .	1	73	—	—	—	—	1	73
<b>TOTAL .. .. .</b>	<b>23</b>	<b>1,223</b>	<b>2</b>	<b>104</b>	<b>2</b>	<b>209</b>	<b>27</b>	<b>1,536</b>

*Note.*—Of the cases included in Table 48, two were attended with loss of life. A sailing vessel of 31 tons was totally lost by stranding, with the loss of two hands and another of 73 tons was missing, with the loss of 14 hands.

Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 49. **Grand Totals**:—Statement showing the Number and Tonnage of Vessels of all Kinds belonging to the United Kingdom (except Vessels of the Royal Navy) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1, 39, 43, and 45.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering... ..	54	7,222	—	—	—	—	54	7,222
Strandings... ..	144	24,442	114	15,258	548	71,859	806	111,559
Collisions... ..	40	2,544	133	26,586	797	87,607	970	116,737
Other Causes... ..	16	4,341	244	125,913	1,047	301,936	1,307	432,190
Missing Vessels... ..	22	14,930	—	—	—	—	22	14,930
<b>TOTAL... ..</b>	<b>276</b>	<b>53,479</b>	<b>491</b>	<b>167,757</b>	<b>2,392</b>	<b>461,402</b>	<b>3,159</b>	<b>682,638</b>
(b.) Steam Vessels.								
Foundering... ..	26	19,321	—	—	—	—	26	19,321
Strandings... ..	57	58,448	260	257,042	700	614,737	1,017	930,227
Collisions... ..	21	16,841	157	127,832	677	450,275	855	594,948
Other Causes... ..	7	8,509	550	609,137	1,340	1,523,172	1,897	2,140,818
Missing Vessels... ..	13	19,083	—	—	—	—	13	19,083
<b>TOTAL... ..</b>	<b>124</b>	<b>122,202</b>	<b>967</b>	<b>994,011</b>	<b>2,717</b>	<b>2,588,184</b>	<b>3,808</b>	<b>3,704,397</b>
(c.) Total.								
Foundering... ..	80	26,543	—	—	—	—	80	26,543
Strandings... ..	201	82,890	374	272,300	1,248	686,596	1,823	1,041,786
Collisions... ..	61	19,385	290	154,418	1,474	537,882	1,825	711,685
Other Causes... ..	23	12,850	794	735,050	2,387	1,825,108	3,204	2,573,008
Missing Vessels... ..	35	34,013	—	—	—	—	35	34,013
<b>TOTAL... ..</b>	<b>400</b>	<b>175,681</b>	<b>1,458</b>	<b>1,161,768</b>	<b>5,109</b>	<b>3,049,586</b>	<b>6,967</b>	<b>4,387,035</b>

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 50. Seamen and Passengers Lost - Grand Totals :—Statement showing the Number of LIVES LOST IN Vessels of all Kinds BELONGING TO the United Kingdom (except vessels of the Royal Navy) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12, 40, 44, and 46.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	14	3,462	51	—	51	10	12,851	102	1	103	24	16,313	153	1	154
Strandings ...	10	5,085	66	10	76	5	7,291	106	130	236	15	12,376	172	140	312
Collisions ...	9	713	23	—	23	5	4,760	45	—	45	14	5,473	68	—	68
Other Causes ...	5	1,128	11	5	16	1	4,486	1	—	1	6	5,614	12	5	17
Missing Vessels	22	14,930	279	2	281	13	19,083	337	1	338	35	34,013	616	3	619
TOTAL ...	60	25,318	430	17	447	34	48,471	591	132	723	94	73,789	1,021	149	1,170
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	2	1,709	7	—	7	2	1,372	6	—	6	4	3,081	13	—	13
Collisions ...	6	4,067	7	2	9	3	7,381	3	—	3	9	11,448	10	2	12
Other Causes ...	62	35,651	91	5	96	57	70,334	66	3	69	119	105,985	157	8	165
TOTAL ...	70	41,427	105	7	112	62	79,087	75	3	78	132	120,514	180	10	190
(c.) Total.															
Foundering ...	14	3,462	51	—	51	10	12,851	102	1	103	24	16,313	153	1	154
Strandings ...	12	6,794	73	10	83	7	8,663	112	130	242	19	15,457	185	140	325
Collisions ...	15	4,780	30	2	32	8	12,141	48	—	48	23	16,921	78	2	80
Other Causes ...	67	36,779	102	10	112	58	74,820	67	3	70	125	111,599	169	13	182
Missing Vessels	22	14,930	279	2	281	13	19,083	337	1	338	35	34,013	616	3	619
TOTAL ...	130	66,745	535	24	559	96	127,558	666	135	801	226	194,303	1,201	159	1,360

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 51. **Grand Totals** :—Statement showing the Number and Tonnage of All Vessels (registered and unregistered, Merchant and Fishing Vessels and Yachts) belonging to British Possessions Abroad, to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 19, 41, 48, and Note to Table 43.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering ... ..	50	4,331	—	—	—	—	50	4,331
Strandings ... ..	159	17,421	48	13,021	55	12,014	262	42,456
Collisions ... ..	12	4,294	18	6,448	30	10,285	60	21,027
Other Causes ... ..	15	2,786	60	21,967	90	31,582	165	56,335
Missing Vessels ... ..	16	2,166	—	—	—	—	16	2,166
<b>TOTAL ... ..</b>	<b>252</b>	<b>30,998</b>	<b>126</b>	<b>41,436</b>	<b>175</b>	<b>53,881</b>	<b>553</b>	<b>126,315</b>
(b.) Steam Vessels.								
Foundering ... ..	4	1,067	—	—	—	—	4	1,067
Strandings ... ..	14	5,151	16	10,271	38	22,812	68	38,234
Collisions ... ..	—	—	8	1,389	12	5,966	20	7,355
Other Causes ... ..	—	—	30	22,940	24	19,542	54	42,482
Missing Vessels ... ..	—	—	—	—	—	—	—	—
<b>TOTAL ... ..</b>	<b>18</b>	<b>6,218</b>	<b>54</b>	<b>34,600</b>	<b>74</b>	<b>48,320</b>	<b>146</b>	<b>89,138</b>
(c.) Total.								
Foundering ... ..	54	5,398	—	—	—	—	54	5,398
Strandings ... ..	173	22,572	64	23,292	93	34,826	330	80,690
Collisions ... ..	12	4,294	26	7,837	42	16,251	80	28,382
Other Causes ... ..	15	2,786	90	44,907	114	51,124	219	98,817
Missing Vessels ... ..	16	2,166	—	—	—	—	16	2,166
<b>TOTAL ... ..</b>	<b>270</b>	<b>37,216</b>	<b>180</b>	<b>76,036</b>	<b>249</b>	<b>102,201</b>	<b>699</b>	<b>215,453</b>

**Lives Lost by Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.**

**TABLE 52. Seamen and Passengers Lost.—Grand Totals :—**Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 29, 42, and Notes to Tables 43 and 48.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew	Pas-sen-gers.	Total	No.	Tonnage.	Crew	Pas-sen-gers.	Total	No.	Tonnage.	Crew	Pas-sen-gers.	Total
<b>(a.) Lives Lost in Vessels Totally Lost.</b>															
Foundering ...	17	1,791	49	15	64	2	175	10	1	11	19	1,966	59	16	75
Strandings ...	8	933	20	—	20	—	—	—	—	—	8	933	20	—	20
Collisions ...	1	49	3	—	3	—	—	—	—	—	1	49	3	—	3
Other Causes...	1	438	1	—	1	—	—	—	—	—	1	438	1	—	1
Missing Vessels	16	2,166	115	1	116	—	—	—	—	—	16	2,166	115	1	116
<b>TOTAL ...</b>	<b>43</b>	<b>5,377</b>	<b>188</b>	<b>16</b>	<b>204</b>	<b>2</b>	<b>175</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>45</b>	<b>5,552</b>	<b>198</b>	<b>17</b>	<b>215</b>
<b>(b.) Lives Lost in Vessels Partially Lost.</b>															
Strandings ...	2	146	5	—	5	—	—	—	—	—	2	146	5	—	5
Collisions ...	1	41	1	—	1	—	—	—	—	—	1	41	1	—	1
Other Causes...	13	7,393	15	—	15	2	1,296	2	—	2	15	8,689	17	—	17
<b>TOTAL ...</b>	<b>16</b>	<b>7,580</b>	<b>21</b>	<b>—</b>	<b>21</b>	<b>2</b>	<b>1,296</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>18</b>	<b>8,876</b>	<b>23</b>	<b>—</b>	<b>23</b>
<b>(c.) Total.</b>															
Foundering ...	17	1,791	49	15	64	2	175	10	1	11	19	1,966	59	16	75
Strandings ...	10	1,079	25	—	25	—	—	—	—	—	10	1,079	25	—	25
Collisions ...	2	90	4	—	4	—	—	—	—	—	2	90	4	—	4
Other Causes...	14	7,831	16	—	16	2	1,296	2	—	2	16	9,127	18	—	18
Missing Vessels	16	2,166	115	1	116	—	—	—	—	—	16	2,166	115	1	116
<b>TOTAL ...</b>	<b>59</b>	<b>12,957</b>	<b>209</b>	<b>16</b>	<b>225</b>	<b>4</b>	<b>1,471</b>	<b>12</b>	<b>1</b>	<b>13</b>	<b>63</b>	<b>14,428</b>	<b>221</b>	<b>17</b>	<b>238</b>

## Sea Casualties to British Vessels of all Kinds.

TABLE 53. **Grand Totals.—British Vessels of all Kinds.—Localities:—**Statement showing the Number of all Vessels belonging to the United Kingdom and British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Total.
Fern Islands to Flamborough Head .. .. .	1	6	4	7	17	2	1	14	17	—	6	13	19	—	9	11	34	54
Flamborough Head to North Foreland .. .	6	20	22	75	117	12	48	242	302	4	32	157	193	—	42	102	474	618
North Foreland to St. Catherine's Point ..	1	7	3	65	89	1	13	78	92	1	9	42	51	—	9	30	185	224
St. Catherine's Point to Start Point .. .	1	5	6	39	47	—	15	39	54	—	8	46	55	—	7	29	121	157
Start Point to Land's End .. .. .	5	13	4	17	34	2	7	43	52	1	7	47	55	—	21	18	107	146
Land's End to Hartland Point (including Scilly Isles).	2	1	3	7	11	2	2	16	20	1	4	54	59	—	6	9	77	92
Hartland Point to St. David's Head .. .	10	4	10	43	57	6	13	95	114	1	14	93	108	—	21	37	231	289
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	11	11	63	95	4	4	34	42	1	14	79	94	—	16	29	176	221
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	11	25	19	136	180	5	6	66	77	1	15	92	108	—	42	40	294	376
Cape Wrath to Buchanness .. .. .	—	6	5	20	31	—	—	20	20	2	7	26	35	—	8	12	61	66
Buchanness to Fern Islands .. .. .	3	13	9	19	34	—	3	22	25	1	6	26	33	—	17	18	64	99
All other parts of the Coast .. .. .	3	16	6	41	63	5	4	45	54	1	14	35	50	—	25	24	121	170
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	7	7	—	—	7
Total on or near the Coasts of the United Kingdom	43	127	107	726	760	39	118	714	869	14	136	710	860	7	230	359	1,950	2,539
On or near the Coasts of British Possessions Abroad	36	129	29	29	187	2	7	14	23	5	14	14	33	—	162	56	57	268
On or near the Coasts of Foreign Countries ..	3	46	25	50	121	3	11	22	34	1	5	21	27	—	83	41	83	147
In Oceans and Seas .. .. .	32	1	1	—	2	9	17	83	109	11	150	392	553	31	84	166	475	727
Total Abroad .. .. .	61	176	55	79	310	14	35	119	163	17	169	427	613	31	299	259	625	1,183
GRAND TOTAL .. .. .	104	303	162	805	1,070	53	151	833	1,037	31	305	1,137	1,473	38	529	618	2,575	3,722

(b.) **Steam Vessels.**

Fern Islands to Flamborough Head .. .. .	2	5	29	25	59	5	8	22	35	—	25	35	60	—	12	62	82	156
Flamborough Head to North Foreland .. .	—	—	—	93	100	2	48	215	259	—	25	66	91	—	4	74	374	452
North Foreland to St. Catherine's Point ..	—	1	5	21	27	2	14	41	57	—	14	24	38	—	3	33	86	122
St. Catherine's Point to Start Point .. .	—	1	5	9	15	—	1	18	14	—	5	31	38	—	1	13	53	67
Start Point to Land's End .. .. .	—	1	4	4	9	—	2	18	20	—	5	23	28	—	1	11	45	57
Land's End to Hartland Point (including Scilly Isles).	1	4	4	3	11	1	—	4	5	—	15	29	44	—	6	19	36	61
Hartland Point to St. David's Head .. .	—	2	12	53	67	1	17	83	100	—	16	57	68	—	3	45	187	235
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	3	6	8	17	—	2	13	14	—	7	52	54	—	4	15	47	66
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	4	23	119	146	1	13	57	71	—	40	99	139	—	8	76	268	352
Cape Wrath to Buchanness .. .. .	—	1	1	10	12	—	1	4	5	—	4	6	10	—	1	6	20	27
Buchanness to Fern Islands .. .. .	—	4	13	41	58	1	8	24	33	—	15	31	48	—	9	36	96	141
All other parts of the Coast .. .. .	3	3	19	32	54	1	2	27	30	—	20	51	71	—	7	42	120	158
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1
Total on or near the Coasts of the United Kingdom	14	30	128	413	575	14	110	619	843	2	193	467	663	1	60	431	1,404	1,895
On or near the Coasts of British Possessions Abroad	1	20	26	51	97	—	9	18	27	—	17	13	30	—	21	52	82	155
On or near the Coasts of Foreign Countries ..	—	2	12	37	45	2	30	82	114	—	14	70	84	—	24	165	424	613
In Oceans and Seas .. .. .	15	—	4	1	5	5	19	69	113	5	362	816	1,183	12	57	385	946	1,328
Total Abroad .. .. .	16	42	151	324	517	7	58	199	254	5	389	899	1,297	12	83	602	1,412	2,086
GRAND TOTAL .. .. .	30	71	279	742	1,092	21	168	708	897	7	389	1,366	1,960	13	142	1,033	2,816	3,981

(c.) **Total.**

Fern Islands to Flamborough Head .. .. .	3	11	33	32	76	7	9	36	52	—	31	48	79	—	21	73	116	210
Flamborough Head to North Foreland .. .	8	20	29	123	217	14	90	457	561	4	57	223	284	—	46	176	849	1,070
North Foreland to St. Catherine's Point ..	1	8	13	86	107	3	27	119	149	—	23	66	89	—	12	63	271	346
St. Catherine's Point to Start Point .. .	1	6	11	45	62	—	16	52	68	—	15	77	93	—	8	42	174	224
Start Point to Land's End .. .. .	5	14	8	21	43	2	9	61	72	1	12	70	83	—	22	29	152	203
Land's End to Hartland Point (including Scilly Isles).	3	5	7	10	22	3	2	20	25	1	18	83	103	—	12	28	113	153
Hartland Point to St. David's Head .. .	10	6	22	96	124	7	30	177	214	1	30	145	176	—	24	82	416	524
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	14	17	71	102	4	6	46	56	1	21	106	128	—	20	44	223	287
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	14	29	42	235	326	6	19	123	144	1	55	184	240	—	50	116	566	726
Cape Wrath to Buchanness .. .. .	—	7	6	30	43	—	1	24	25	2	11	32	45	—	9	18	86	113
Buchanness to Fern Islands .. .. .	5	17	22	57	93	1	11	46	58	3	21	57	81	—	26	54	169	240
All other parts of the Coast .. .. .	6	19	23	73	117	6	6	72	84	1	31	86	121	—	32	65	231	328
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8
Total on or near the Coasts of the United Kingdom	57	156	235	944	1,335	53	226	1,233	1,512	16	329	1,177	1,522	8	290	790	3,354	4,434
On or near the Coasts of British Possessions Abroad	27	149	55	80	234	2	16	32	50	5	31	27	63	—	133	102	139	436
On or near the Coasts of Foreign Countries ..	3	64	146	322	536	5	41	104	150	1	19	91	111	—	77	276	517	860
In Oceans and Seas .. .. .	47	1	5	1	7	14	36	172	222	16	120	1,206	1,736	43	121	553	1,381	2,065
Total Abroad .. .. .	77	218	206	403	827	21	93	308	422	22	562	1,326	1,910	43	331	861	2,037	2,729
GRAND TOTAL .. .. .	134	374	441	1,347	2,162	74	319	1,541	1,934	38	891	2,503	3,432	51	621	1,651	5,391	7,163

Note.—Sea Casualties to vessels of the Royal Navy are included in this Table and in Tables 57, 58, 60, and 61, but in no other Table in the Return.

## Lives Lost by Sea Casualties to British Vessels of all Kinds.

TABLE 54. Seamen and Passengers Lost by Sea Casualties to British Vessels of all Kinds.—Grand Totals:—Statement showing the Number of LIVES LOST in Vessels of all Kinds belonging to the UNITED KINGDOM and BRITISH POSSESSIONS ABROAD by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

## (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundering.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total.		
	Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.		
	Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.		
	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.
Fern Islands to Flamborough Head ..	1	3	4	—	—	—	—	—	—	1	1	2	—	—	—	2	4	6
Flamborough Head to North Foreland ..	2	7	9	—	—	—	6	5	10	1	1	2	—	—	—	13	30	43
North Foreland to St. Catherine's Point ..	—	—	—	2	4	6	—	—	—	—	—	—	—	—	—	2	6	8
St. Catherine's Point to Start Point ..	1	1	2	1	3	4	3	1	4	—	—	—	—	—	—	4	4	8
Start Point to Land's End ..	—	—	—	—	—	—	1	3	4	3	3	6	—	—	—	4	6	10
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	3	3	6	—	—	—	4	2	6
Hartland Point to St. David's Head ..	3	7	10	—	—	—	3	7	10	5	6	11	—	—	—	11	20	31
St. David's Head and Carnarvon Point to Lambay Island and Skerries (Anglesea).	—	—	—	2	7	9	7	1	8	—	—	—	—	—	—	13	—	13
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	9	12	1	2	3	2	1	3	2	3	5	3	—	—	7	16	23
Cape Wrath to Buchanness ..	—	—	—	—	—	—	—	—	—	2	6	8	—	—	—	3	6	9
Buchanness to Fern Islands ..	1	1	2	1	6	7	6	1	7	1	3	4	—	—	—	6	11	17
All other parts of the Coast ..	1	4	5	2	4	6	4	1	5	5	7	12	15	—	—	11	24	35
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	7	33	40	38	—	38
Total on or near the Coasts of the United Kingdom ..	12	32	44	9	23	32	14	25	39	34	55	89	7	33	40	78	176	254
On or near the Coasts of British Possessions Abroad ..	11	24	35	10	46	56	1	1	2	—	—	—	—	—	—	23	71	94
On or near the Coasts of Foreign Countries in Oceans and Seas ..	1	15	16	3	26	29	—	—	—	—	—	—	—	—	—	4	41	45
Total Abroad ..	12	39	51	13	72	85	1	1	2	48	64	112	31	336	367	27	598	625
GRAND TOTAL ..	24	71	95	22	95	117	15	26	41	82	119	201	38	369	407	105	774	879

## (b.) Lives Lost in Steam Vessels.

Fern Islands to Flamborough Head ..	—	—	—	—	—	—	1	20	21	1	1	2	—	—	—	2	21	23
Flamborough Head to North Foreland ..	—	—	—	—	—	—	2	2	4	2	2	4	—	—	—	4	4	8
North Foreland to St. Catherine's Point ..	—	—	—	1	13	14	1	8	9	—	—	—	—	—	—	2	21	23
St. Catherine's Point to Start Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	—	—	—	1	62	63	1	1	2	—	—	—	—	—	—	1	63	64
Land's End to Hartland Point (including Scilly Isles).	1	8	9	—	—	—	1	1	2	4	9	13	—	—	—	6	18	24
Hartland Point to St. David's Head ..	—	—	—	1	4	5	1	1	2	1	1	2	—	—	—	3	6	9
St. David's Head and Carnarvon Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	—	—	2	1	3	4	—	—	2	1	3
Cape Wrath to Buchanness ..	—	—	—	1	8	9	—	—	—	—	—	—	—	—	—	1	8	9
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	2	6	8	—	—	—	—	—	—	1	1	2	—	—	—	3	7	10
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	1	18	19	1	18	19
<b>Total on or near the Coasts of the United Kingdom ..</b>	<b>3</b>	<b>34</b>	<b>37</b>	<b>4</b>	<b>87</b>	<b>91</b>	<b>6</b>	<b>32</b>	<b>38</b>	<b>21</b>	<b>33</b>	<b>54</b>	<b>1</b>	<b>18</b>	<b>19</b>	<b>26</b>	<b>148</b>	<b>174</b>
<b>On or near the Coasts of British Possessions Abroad ..</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>19</b>	<b>20</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>19</b>	<b>20</b>
<b>On or near the Coasts of Foreign Countries in Oceans and Seas ..</b>	<b>9</b>	<b>98</b>	<b>107</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>15</b>	<b>16</b>	<b>43</b>	<b>54</b>	<b>97</b>	<b>12</b>	<b>319</b>	<b>331</b>	<b>71</b>	<b>486</b>	<b>557</b>
<b>Total Abroad ..</b>	<b>9</b>	<b>98</b>	<b>107</b>	<b>3</b>	<b>25</b>	<b>28</b>	<b>1</b>	<b>16</b>	<b>17</b>	<b>51</b>	<b>66</b>	<b>111</b>	<b>12</b>	<b>319</b>	<b>331</b>	<b>72</b>	<b>495</b>	<b>577</b>
<b>GRAND TOTAL ..</b>	<b>12</b>	<b>132</b>	<b>144</b>	<b>7</b>	<b>112</b>	<b>119</b>	<b>7</b>	<b>48</b>	<b>55</b>	<b>72</b>	<b>99</b>	<b>165</b>	<b>23</b>	<b>357</b>	<b>368</b>	<b>97</b>	<b>743</b>	<b>851</b>

## (c.) Total.

Fern Islands to Flamborough Head ..	1	3	4	—	—	—	1	20	21	2	2	4	—	—	—	4	25	29
Flamborough Head to North Foreland ..	2	7	9	—	—	—	2	12	14	3	3	6	—	—	—	8	34	42
North Foreland to St. Catherine's Point ..	—	—	—	2	13	15	1	9	10	1	1	2	—	—	—	3	23	26
St. Catherine's Point to Start Point ..	1	1	2	1	3	4	1	1	2	1	1	2	—	—	—	3	4	7
Start Point to Land's End ..	—	—	—	1	62	63	1	1	2	3	3	6	—	—	—	4	68	72
Land's End to Hartland Point (including Scilly Isles).	1	8	9	—	—	—	1	1	2	4	11	16	—	—	—	8	20	28
Hartland Point to St. David's Head ..	3	7	10	—	—	—	1	1	2	1	1	2	—	—	—	4	26	30
St. David's Head and Carnarvon Point to Lambay Island and Skerries (Anglesea).	—	—	—	2	7	9	1	1	2	4	5	9	—	—	—	7	13	20
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	9	12	1	2	3	1	2	3	4	4	8	—	—	—	9	17	26
Cape Wrath to Buchanness ..	—	—	—	1	8	9	—	—	—	2	6	8	—	—	—	3	14	17
Buchanness to Fern Islands ..	1	1	2	1	6	7	1	1	2	3	3	6	—	—	—	6	11	17
All other parts of the Coast ..	3	10	13	2	4	6	1	5	6	8	17	25	—	—	—	14	31	45
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	8	33	41	8	38	46
<b>Total on or near the Coasts of the United Kingdom ..</b>	<b>15</b>	<b>46</b>	<b>61</b>	<b>13</b>	<b>113</b>	<b>126</b>	<b>7</b>	<b>63</b>	<b>74</b>	<b>95</b>	<b>133</b>	<b>228</b>	<b>8</b>	<b>356</b>	<b>364</b>	<b>101</b>	<b>743</b>	<b>844</b>
<b>On or near the Coasts of British Possessions Abroad ..</b>	<b>11</b>	<b>24</b>	<b>35</b>	<b>11</b>	<b>65</b>	<b>76</b>	<b>1</b>	<b>1</b>	<b>2</b>	—	—	—	—	—	—	<b>23</b>	<b>90</b>	<b>113</b>
<b>On or near the Coasts of Foreign Countries in Oceans and Seas ..</b>	<b>1</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>32</b>	<b>35</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>319</b>	<b>331</b>	<b>72</b>	<b>495</b>	<b>567</b>
<b>Total Abroad ..</b>	<b>12</b>	<b>39</b>	<b>51</b>	<b>14</b>	<b>97</b>	<b>111</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>48</b>	<b>66</b>	<b>111</b>	<b>24</b>	<b>319</b>	<b>331</b>	<b>72</b>	<b>495</b>	<b>577</b>
<b>GRAND TOTAL ..</b>	<b>27</b>	<b>85</b>	<b>112</b>	<b>27</b>	<b>210</b>	<b>237</b>	<b>9</b>	<b>65</b>	<b>76</b>	<b>143</b>	<b>199</b>	<b>339</b>	<b>32</b>	<b>675</b>	<b>695</b>	<b>173</b>	<b>1,238</b>	<b>1,421</b>

Note.—Lives lost by Sea Casualties to vessels of the Royal Navy are included in this Table and in Table 58 but in no other Table in the Return.

Sea Casualties to Foreign Vessels.

TABLE 55. Totals :—Statement showing the Number and Tonnage of Foreign Vessels of all Kinds to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	8	1,013	—	—	—	—	8	1,013
Strandings	97	27,824	34	10,802	78	31,000	209	69,426
Collisions	10	2,128	19	7,982	42	34,761	131	44,871
Other Causes	—	—	23	9,103	86	30,433	109	39,536
TOTAL	115	30,925	76	27,886	256	96,184	447	154,845
(b.) Steam Vessels.								
Foundering	—	—	16	17,150	53	50,239	78	77,715
Strandings	9	10,326	11	11,482	72	59,155	87	74,009
Collisions	4	3,372	19	12,810	47	40,704	67	53,813
Other Causes	1	299	—	—	—	—	—	—
TOTAL	14	13,997	46	41,442	172	150,098	233	205,537
(c.) Total.								
Foundering	8	1,013	—	—	—	—	8	1,013
Strandings	106	38,150	50	27,752	131	81,239	287	147,141
Collisions	14	5,500	30	19,484	164	93,916	208	118,880
Other Causes	1	299	42	21,912	133	71,137	176	93,349
TOTAL	129	44,962	122	69,128	428	246,292	679	360,392

Lives Lost by Sea Casualties to Foreign Vessels.

TABLE 56. Seamen and Passengers Lost :—Statement showing the Number of Lives Lost by Sea Casualties which occurred to Foreign Vessels of all Kinds on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to such Vessels on or near the Coasts of British Possessions Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	1	140	1	—	1	—	—	—	—	—	1	140	1	—	1
Strandings	23	7,490	97	3	100	3	4,482	15	—	15	26	11,972	112	3	115
Collisions	—	—	—	—	—	2	2,987	13	—	13	2	2,987	13	—	15
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	24	7,630	98	3	101	5	7,469	28	—	28	29	15,099	126	3	129
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	5	1,698	5	—	5	1	1,927	1	—	1	6	3,625	6	—	6
TOTAL	5	1,698	5	—	5	1	1,927	1	—	1	6	3,625	6	—	6
(c.) Total.															
Foundering	1	140	1	—	1	—	—	—	—	—	1	140	1	—	1
Strandings	23	7,490	97	3	100	3	4,482	15	—	15	26	11,972	112	3	115
Collisions	—	—	—	—	—	2	2,987	13	—	13	2	2,987	13	—	15
Other Causes	5	1,698	5	—	5	1	1,927	1	—	1	6	3,625	6	—	6
TOTAL	29	9,328	103	3	106	6	9,396	29	—	29	35	13,724	132	3	135

## Sea Casualties to British and Foreign Vessels.

**TABLE 57. Grand Totals.—Vessels of all kinds—British and Foreign :—Statement showing the number of all BRITISH AND FOREIGN VESSELS to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, together with the Number of British Vessels reported during the same period as having met with Sea Casualties Abroad, and the Number of Foreign Vessels reported as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the LOCALITIES where the Casualties occurred.**

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Found- lings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head .. .. .	2	15	4	11	30	2	1	14	17	—	9	17	26	—	19	14	42	75
Flamborough Head to North Foreland .. .	6	24	27	83	134	14	52	269	335	4	34	183	206	—	43	113	520	641
North Foreland to St. Catherine's Point ..	1	10	12	77	99	2	18	89	109	—	11	52	63	—	13	41	218	272
St. Catherine's Point to Start Point .. .	1	10	8	43	60	1	17	46	64	1	9	49	59	—	13	34	137	194
Start Point to Land's End .. .. .	5	13	4	17	34	3	8	48	59	1	7	51	59	—	22	19	116	157
Land's End to Hartland Point (including Scilly Isles).	2	4	3	—	14	2	2	18	22	1	5	56	62	—	9	10	81	100
Hartland Point to St. David's Head .. .	10	5	13	50	68	6	15	109	130	1	21	105	127	—	22	49	264	335
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	13	12	63	88	5	4	35	44	1	16	81	98	—	19	32	179	230
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire .. .	11	27	20	143	195	6	6	67	79	1	15	99	115	—	45	41	314	400
Cape Wrath to Buchanness .. .. .	—	8	6	23	37	—	—	23	23	2	7	29	33	—	10	13	74	97
Buchanness to Fern Islands .. .. .	5	40	15	31	86	3	7	33	43	1	9	49	59	—	49	31	118	198
All other parts of the Coast .. .. .	3	19	8	41	71	5	5	47	57	1	16	38	55	—	23	29	129	186
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	7	7	—	—	7
<b>Total on or near the Coasts of the United Kingdom</b>	<b>46</b>	<b>188</b>	<b>132</b>	<b>596</b>	<b>916</b>	<b>40</b>	<b>135</b>	<b>802</b>	<b>986</b>	<b>14</b>	<b>159</b>	<b>794</b>	<b>967</b>	<b>7</b>	<b>304</b>	<b>426</b>	<b>2,192</b>	<b>2,923</b>
On or near the Coasts of British Possessions Abroad	31	135	38	37	240	2	7	18	27	5	14	16	35	—	303	59	71	333
On or near the Coasts of Foreign Countries ..	3	46	25	50	121	3	11	22	36	1	5	21	27	—	53	41	93	187
In Oceans and Seas .. .. .	32	1	—	—	2	9	17	83	109	11	150	392	553	31	84	168	475	737
<b>Total Abroad .. .. .</b>	<b>66</b>	<b>212</b>	<b>64</b>	<b>87</b>	<b>363</b>	<b>14</b>	<b>35</b>	<b>123</b>	<b>172</b>	<b>17</b>	<b>169</b>	<b>429</b>	<b>615</b>	<b>31</b>	<b>340</b>	<b>263</b>	<b>639</b>	<b>1,247</b>
<b>GRAND TOTAL .. .. .</b>	<b>112</b>	<b>400</b>	<b>196</b>	<b>683</b>	<b>1,279</b>	<b>63</b>	<b>170</b>	<b>925</b>	<b>1,158</b>	<b>31</b>	<b>323</b>	<b>1,223</b>	<b>1,532</b>	<b>38</b>	<b>644</b>	<b>684</b>	<b>2,831</b>	<b>4,169</b>

## (b.) Steam Vessels.

Fern Islands to Flamborough Head .. .. .	2	7	33	34	73	5	10	29	44	—	27	37	64	—	14	69	100	183
Flamborough Head to North Foreland .. .	2	2	9	101	112	3	44	233	285	—	30	76	106	—	7	83	415	505
North Foreland to St. Catherine's Point ..	—	1	6	27	34	3	20	51	74	—	16	28	44	—	4	42	108	152
St. Catherine's Point to Start Point .. .	—	1	7	13	21	—	1	16	17	—	7	33	40	—	1	15	62	78
Start Point to Land's End .. .. .	—	1	5	4	10	—	2	19	21	—	5	25	30	—	1	12	43	61
Land's End to Hartland Point (including Scilly Isles).	1	5	4	3	12	2	—	4	6	—	17	32	49	—	8	21	39	68
Hartland Point to St. David's Head .. .	—	2	13	60	75	1	18	96	115	1	18	61	80	—	4	49	217	270
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	3	6	8	17	1	2	13	18	—	9	28	37	—	5	17	51	73
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire .. .	3	4	24	128	156	1	13	60	74	—	40	93	136	—	8	77	234	309
Cape Wrath to Buchanness .. .. .	—	3	2	11	16	—	1	5	6	—	5	9	14	—	3	8	25	36
Buchanness to Fern Islands .. .. .	2	4	15	47	66	1	8	23	37	2	16	36	54	—	9	39	111	150
All other parts of the Coast .. .. .	3	3	19	33	55	1	2	29	32	—	21	52	73	—	7	42	114	163
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1
<b>Total on or near the Coasts of the United Kingdom</b>	<b>14</b>	<b>36</b>	<b>142</b>	<b>469</b>	<b>647</b>	<b>18</b>	<b>121</b>	<b>590</b>	<b>729</b>	<b>3</b>	<b>211</b>	<b>513</b>	<b>727</b>	<b>1</b>	<b>72</b>	<b>474</b>	<b>1,572</b>	<b>2,118</b>
On or near the Coasts of British Possessions Abroad	1	22	23	53	103	—	9	19	28	—	18	14	32	—	23	55	86	104
On or near the Coasts of Foreign Countries ..	—	22	121	272	415	2	30	82	114	—	14	70	84	—	24	165	434	613
In Oceans and Seas .. .. .	15	—	4	—	5	5	19	89	113	5	362	816	1,153	12	37	345	906	1,328
<b>Total Abroad .. .. .</b>	<b>16</b>	<b>44</b>	<b>153</b>	<b>326</b>	<b>523</b>	<b>7</b>	<b>58</b>	<b>190</b>	<b>255</b>	<b>5</b>	<b>394</b>	<b>900</b>	<b>1,299</b>	<b>12</b>	<b>84</b>	<b>605</b>	<b>1,416</b>	<b>2,105</b>
<b>GRAND TOTAL .. .. .</b>	<b>30</b>	<b>80</b>	<b>295</b>	<b>795</b>	<b>1,170</b>	<b>25</b>	<b>179</b>	<b>780</b>	<b>984</b>	<b>8</b>	<b>605</b>	<b>1,413</b>	<b>2,026</b>	<b>13</b>	<b>156</b>	<b>1,079</b>	<b>2,988</b>	<b>4,223</b>

## (c.) Total.

Fern Islands to Flamborough Head .. .. .	4	22	36	45	103	7	11	43	61	—	36	54	90	—	33	83	142	258
Flamborough Head to North Foreland .. .	8	26	36	144	246	17	96	507	630	4	64	244	312	—	55	136	935	1,186
North Foreland to St. Catherine's Point ..	1	11	18	104	133	5	38	140	143	—	27	80	107	—	17	83	324	424
St. Catherine's Point to Start Point .. .	1	11	15	55	81	1	18	62	81	1	16	82	99	—	14	49	199	262
Start Point to Land's End .. .. .	5	14	9	21	44	3	10	67	80	1	12	76	89	—	23	31	164	218
Land's End to Hartland Point (including Scilly Isles).	3	9	7	10	26	4	2	22	28	1	22	88	111	—	17	31	120	168
Hartland Point to St. David's Head .. .	10	7	26	110	143	7	33	205	245	2	39	166	207	—	26	98	481	605
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	16	18	71	105	6	6	50	62	1	25	109	135	—	24	49	230	303
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire .. .	14	31	44	276	351	7	19	127	153	1	55	195	251	—	53	118	598	769
Cape Wrath to Buchanness .. .. .	—	11	8	34	53	—	1	27	28	2	12	39	52	—	13	21	99	133
Buchanness to Fern Islands .. .. .	7	44	30	77	152	4	15	66	85	3	25	85	113	—	58	70	229	357
All other parts of the Coast .. .. .	6	22	27	77	126	6	7	76	89	1	37	90	128	—	35	71	243	349
At Sea .. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8
<b>Total on or near the Coasts of the United Kingdom</b>	<b>60</b>	<b>224</b>	<b>374</b>	<b>1,065</b>	<b>1,563</b>	<b>67</b>	<b>256</b>	<b>1,392</b>	<b>1,715</b>	<b>17</b>	<b>370</b>	<b>1,307</b>	<b>1,694</b>	<b>8</b>	<b>576</b>	<b>900</b>	<b>3,764</b>	<b>5,040</b>
On or near the Coasts of British Possessions Abroad	32	187	66	99	343	2	16	37	55	5	32	30	67	—	226	114	157	497
On or near the Coasts of Foreign Countries ..	3	63	146	322	538	5	41	104	150	1	19	91	111	—	77	206	517	800
In Oceans and Seas .. .. .	47	1	5	1	7	14	36	173	222	16	512	1,208	1,736	43	121	553	1,341	2,055
<b>Total Abroad .. .. .</b>	<b>82</b>	<b>256</b>	<b>217</b>	<b>413</b>	<b>896</b>	<b>21</b>	<b>93</b>	<b>313</b>	<b>427</b>	<b>22</b>	<b>563</b>	<b>1,329</b>	<b>1,914</b>	<b>43</b>	<b>424</b>	<b>873</b>	<b>2,055</b>	<b>3,352</b>
<b>GRAND TOTAL .. .. .</b>	<b>142</b>	<b>490</b>	<b>491</b>	<b>1,478</b>	<b>2,449</b>	<b>88</b>	<b>349</b>	<b>1,705</b>	<b>2,142</b>	<b>39</b>	<b>933</b>	<b>2,636</b>	<b>3,608</b>	<b>51</b>	<b>800</b>	<b>1,773</b>	<b>5,819</b>	<b>8,392</b>

Note.—Sea Casualties to vessels of the Royal Navy are included in this Table and in Tables 53, 56, 60, and 61, but in no other Table in the Return.

## Lives Lost by Sea Casualties to British and Foreign Vessels.

TABLE 58. Seamen and Passengers Lost by Sea Casualties.—Grand Totals :—Statement showing the Total Number of LIVES LOST IN BRITISH AND FOREIGN Vessels by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to British Vessels Abroad or to Foreign Vessels on or near the Coasts of British Possessions Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

## (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundering.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total.		
	Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.		
	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.
Fern Islands to Flamborough Head..	1	3	—	3	5	20	—	20	—	1	1	—	1	—	—	7	24	—
Flamborough Head to North Foreland ..	2	7	—	7	3	11	2	13	5	10	—	—	13	—	—	13	37	6
North Foreland to St. Catherine's Point ..	—	—	—	1	1	1	—	1	1	—	—	—	—	—	—	1	3	—
St. Catherine's Point to Start Point ..	1	1	—	1	2	5	—	5	—	3	3	—	3	—	—	4	7	—
Start Point to Land's End ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	1	3	—	3	1	3	—	—	—	—	—	—	4	6	—
Hartland Point to St. David's Head ..	3	7	—	7	1	6	—	8	3	7	—	—	—	—	—	12	26	2
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	3	8	—	8	1	1	—	—	—	—	—	—	9	15	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	9	—	9	1	2	—	2	1	—	—	—	—	—	—	7	16	—
Cape Wrath to Buchanness ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands ..	1	1	—	1	10	4	—	4	1	1	—	—	—	—	—	2	6	—
All other parts of the Coast ..	1	4	—	4	2	4	—	4	1	—	—	—	—	—	—	17	24	2
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	7	38	—	38	7	—
Total on or near the Coasts of the United Kingdom ..	12	32	—	32	20	106	2	108	11	26	6	31	39	60	10	70	7	38
On or near the Coasts of British Possessions Abroad.	12	25	11	36	13	63	11	74	1	1	—	1	—	—	—	26	89	22
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	15	—	15	3	56	—	56	—	—	—	—	—	—	—	4	41	—
Total Abroad ..	7	29	4	39	—	—	—	—	—	—	—	—	—	—	—	80	457	—
GRAND TOTAL ..	20	60	15	84	16	89	11	100	4	9	1	10	48	64	—	119	587	30

## (b.) Lives Lost in Steam Vessels.

Fern Islands to Flamborough Head..	—	—	—	—	1	1	—	1	20	—	20	1	1	—	1	—	2	21	—
Flamborough Head to North Foreland ..	—	—	—	—	1	13	—	13	2	10	—	10	2	2	—	—	5	23	—
North Foreland to St. Catherine's Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point ..	—	—	—	—	1	62	44	106	—	—	—	—	—	—	—	—	1	62	44
Start Point to Land's End ..	—	—	—	—	1	13	—	13	2	12	—	12	5	10	—	10	9	43	—
Land's End to Hartland Point (including Scilly Isles).	1	8	—	8	1	13	—	13	2	12	—	12	5	10	—	10	9	43	—
Hartland Point to St. David's Head ..	—	—	—	—	1	4	—	4	1	1	—	1	1	1	—	1	3	6	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	—	—	—	—	2	1	3	4	—	2	1	3
Cape Wrath to Buchanness ..	—	—	—	—	1	8	—	8	—	—	—	—	—	—	—	—	1	8	—
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	2	0	—	6	—	—	—	—	—	—	—	1	1	—	1	—	7	7	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	1	18	—	18	1	18	—
Total on or near the Coasts of the United Kingdom ..	3	14	—	14	6	101	44	145	8	45	—	45	12	16	3	19	1	18	—
On or near the Coasts of British Possessions Abroad.	—	—	—	—	2	20	86	106	—	—	—	—	—	—	—	—	2	20	86
On or near the Coasts of Foreign Countries In Oceans and Seas ..	—	—	—	—	2	0	—	6	1	1	—	1	2	2	—	2	5	9	—
Total Abroad ..	9	98	2	100	4	26	86	112	2	16	—	16	49	64	—	54	71	486	—
GRAND TOTAL ..	12	112	2	114	10	127	180	257	16	61	—	61	63	73	3	75	13	397	—

## (c.) Total.

Fern Islands to Flamborough Head..	1	3	—	3	5	20	—	20	1	20	—	20	2	2	—	2	—	9	45	—
Flamborough Head to North Foreland ..	2	7	—	7	4	12	2	14	7	12	—	13	5	11	—	11	—	18	6	—
North Foreland to St. Catherine's Point ..	—	—	—	—	2	14	—	14	3	11	—	11	1	1	—	1	—	6	7	—
St. Catherine's Point to Start Point ..	1	1	—	1	2	5	—	5	—	—	—	2	1	2	—	3	—	5	5	—
Start Point to Land's End ..	—	—	—	—	1	62	44	106	1	3	—	3	3	3	—	3	—	6	6	—
Land's End to Hartland Point (including Scilly Isles).	1	8	—	8	2	16	—	16	2	12	—	12	8	13	—	13	—	13	46	—
Hartland Point to St. David's Head ..	3	7	—	7	2	10	—	10	4	8	—	8	6	7	—	9	—	15	32	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	3	8	—	8	1	1	—	1	5	6	—	6	—	9	15	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	9	—	9	1	2	—	2	1	2	—	2	4	4	3	7	—	9	17	—
Cape Wrath to Buchanness ..	—	—	—	—	1	8	—	8	—	—	—	—	2	6	—	6	—	3	14	—
Buchanness to Fern Islands ..	1	1	—	1	10	46	—	46	1	1	—	1	5	5	2	7	—	17	31	—
All other parts of the Coast ..	3	10	—	10	2	4	—	4	1	—	—	5	8	17	—	17	—	14	51	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	56	56	8	—
Total on or near the Coasts of the United Kingdom ..	15	46	—	46	35	207	46	253	22	70	6	76	51	76	13	89	8	56	—	520
On or near the Coasts of British Possessions Abroad.	12	25	11	36	15	63	97	180	1	1	—	1	—	—	—	—	—	28	109	217
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	15	—	15	5	32	—	32	1	1	—	1	2	2	—	2	—	9	50	—
Total Abroad ..	16	127	6	133	—	—	—	—	4	23	1	24	97	118	—	118	43	675	4	679
GRAND TOTAL ..	29	167	17	184	20	115	97	212	6	25	1	26	99	190	—	120	43	675	4	679

Note.—Lives lost by Sea Casualties to vessels of the Royal Navy are included in this Table and in Table 54 but in no other Table in the Return.

## Collisions at Sea between Vessels of all Kinds at Home and Abroad.

**TABLE 59. Collisions at Sea.—Nationality of Vessels (British or Foreign), and whether Sailing or Steam:—**Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1899, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on or near the COASTS of BRITISH POSSESSIONS Abroad, showing the number of Collisions between BRITISH VESSELS, the number between BRITISH VESSELS and FOREIGN VESSELS, and the Number between FOREIGN VESSELS, and distinguishing Collisions resulting in the TOTAL\* LOSS of one or both Vessels from those resulting in Partial Loss of both Vessels, and further distinguishing the Collisions on or near the COASTS of the UNITED KINGDOM from those which occurred elsewhere.

Result of Collision.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Total Number of Collisions in which British Vessels were involved.	No. of Collisions between Foreign Vessels.	Total of all Collisions.	
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.				
At Home	Total loss ..	9	10	24	2	6	4	7	64	2	66
	Partial damage ..	238	152	201	46	41	31	27	756	18	774
	Total ..	247	162	227	48	47	35	34	820	20	840
Abroad	Total loss ..	2	5	6	1	—	3	4	28	—	28
	Partial damage ..	45	44	22	37	70	11	48	289	—	289
	Total ..	47	49	28	38	70	14	52	304	—	304
Grand Total	Total loss ..	11	15	32	3	6	7	11	85	2	87
	Partial damage ..	308	193	223	83	117	42	75	1,039	18	1,057
	Total loss ..	314	211	255	86	123	49	86	1,124	20	1,144

\* As collisions sometimes occur in which both the vessels are totally lost, the number of collisions resulting in total loss, as shown in this Table, will not be found to correspond with the actual number of vessels totally lost by collision.

## Collisions at Sea.

**TABLE 60. Time of Collisions, i.e., Day or Night:—**Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1899, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on or near the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions by DAY from Collisions by NIGHT, and further distinguishing Collisions happening with both Vessels under Weigh from those happening with one Vessel under Weigh and the other at Anchor, and Collisions arising between Vessels at Anchor, &c.

Time and Result of Collision.	Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.			Collisions between Vessels at Anchor or Mooring.	Total.
	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.		
Day	Total loss ..	5	—	0	—	10	2	—	28
	Partial damage ..	99	40	102	73	105	44	19	551
	Total ..	104	40	108	73	115	46	19	554
Night	Total loss ..	20	—	5	1	30	4	—	64
	Partial damage ..	75	39	103	56	135	54	12	526
	Total ..	95	39	108	57	165	58	12	590
TOTAL.									
Total loss ..	25	—	11	1	40	6	—	4	87
Partial damage ..	174	79	205	139	240	98	31	101	1,057
Total ..	199	79	216	130	280	104	31	105	1,144

Note.—In 3 cases of collision between vessels under weigh resulting in total loss, and in 86 cases resulting in partial damage, one or both of the vessels were fishing vessels with trawls or nets down. Of these 89 collisions, 39 occurred in daylight and 50 at night.

## Collisions at Sea.

**TABLE 61. Collisions.—Causes as far as reported:—**Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1899, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on or near the COASTS of BRITISH POSSESSIONS Abroad, showing also, when known, the CAUSES to which the Collisions were attributed.

Result of Collision.	Parting Cables, Dragging Anchors, Breaking Sheer, and Foulings.	Missing Stays.	Anchoring in a Foul Berth.	Want of Sea Room, or Crowded Navigation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Light.	Neglect or Misapprehension of Steering and Sailing Rules.	Error of Pilot.	Want of Seaman-ship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause Unknown.	Total.
Total loss ..	4	—	—	2	19	12	6	14	9	1	6	2	7	8	87
Partial damage ..	84	6	15	52	85	97	42	91	25	10	127	132	132	159	1,057
Total ..	88	6	15	54	103	109	48	109	23	11	133	134	139	167	1,144

Sea Casualties.—Lives Saved from Vessels of all Kinds at Home and Abroad.

TABLE 62. **Lives Saved at Home** :—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK on or near the COASTS of the UNITED KINGDOM during the Forty-three Years ended 30th June 1899, distinguishing the MEANS by which they were saved.

By what Means saved.	1856-57.	1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.
By Rocket and Mortar Apparatus, and assistance with ropes, &c., from shore.*	383	149	154	407	415	415	252	256	347	490	527	310	333	354	203	293	715	175	355	301	817	259
By Life-boats .. .. .	634	120	230	367	771	322	291	472	293	480	378	377	504	532	473	403	548	310	502	461	567	469
By Luggers, Coast-guard Boats, and Small Craft.	604	683	878	681	467	371	414	424	338	463	335	843	317	383	500	265	582	309	511	508	464	354
By Ships and Steam-boats .. .. .	587	244	622	769	858	919	1,319	1,533	1,003	1,000	986	1,080	719	714	1,063	990	647	516	440	967	740	1,120
By Ships' own Boats .. .. .	—	—	—	1951	1,499	1,425	1,239	1,465	1,459	2,195	2,723	1,902	2,062	2,067	2,795	1,737	1,888	1,525	1,644	1,859	1,873	1,619
By Life-buoys and Appliances kept on board.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
By Individual Exertion .. .. .	21	17	16	9	14	27	9	10	22	7	13	6	—	8	2	—	6	4	6	9	1	1
By other Means .. .. .	—	—	—	—	1362	396	531	439	232	374	785	660	561	443	459	245	368	221	379	253	324	294
TOTAL .. .. .	2,231	1,213	1,890	3,184	4,386	3,875	4,105	4,599	3,694	5,008	5,782	5,158	4,496	4,501	5,496	3,933	4,774	3,060	3,837	4,358	4,793	4,079
	1876-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	
By Rocket and Mortar Apparatus, and assistance with ropes, &c., from shore.*	269	162	809	407	603	296	108	230	266	282	281	192	259	466	607	458	341	142	306	196	343	
By Life-boats .. .. .	449	322	633	475	625	531	152	184	374	336	360	325	356	817	235	535	406	405	614	419	473	
By Luggers, Coast-guard Boats, and Small Craft.	228	235	396	441	420	371	167	159	443	234	404	120	350	405	108	404	304	253	193	143	200	
By Ships and Steam-boats .. .. .	623	662	1,028	1,153	477	596	732	656	853	767	929	675	781	708	632	726	675	901	649	635	561	
By Ships' own Boats .. .. .	1,535	1,418	2,006	1,452	2,530	1,364	1,010	1,512	1,134	1,034	1,495	1,144	1,112	1,125	855	1,142	1,141	1,444	910	976	1,062	
By Life-buoys and Appliances kept on board.	—	—	8	7	7	—	—	1	—	2	3	—	—	19	43	21	4	—	5	1	14	
By Individual Exertion .. .. .	6	2	—	—	—	10	4	4	3	4	—	8	8	2	—	5	1	3	4	3	3	
By other Means .. .. .	192	102	201	131	116	125	131	73	73	43	268	24	56	244	41	136	309	115	73	32	39	
TOTAL .. .. .	3,302	2,923	5,071	4,066	4,778	3,293	2,304	2,810	3,166	2,702	3,740	2,488	2,922	3,786	2,521	3,427	3,181	3,263	2,799	2,367	2,579	

\* These figures include all Lives saved by Rocket Apparatus, Ropes, and similar assistance from shore, whether rendered by the Life Saving Parties or others.  
† No record kept for previous years.

TABLE 63. **Lives Saved Abroad** :—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK Abroad reported during the Twenty-one Years ended 30th June 1899, distinguishing the MEANS by which they were saved, and further distinguishing in the last year the Lives saved on the COASTS of BRITISH POSSESSIONS Abroad from the Lives saved on the COASTS of FOREIGN COUNTRIES, and from the Lives saved at SEA.

	By Rocket Apparatus and Assistance with Ropes, &c. from Shore.	By Life-boats.	By Luggers and small Craft.	By Ships and Steam-boats.	By Ships' own Boats.	By Life-buoys and Appliances kept on board.	By Individual Exertion.	By other Means.	TOTAL.
Lives saved from British and Foreign Vessels on or near the Coasts of British Possessions Abroad.	42	79	112	345	1,389	2	—	135	2,104
Lives saved from British Vessels on or near the Coasts of Foreign Countries.	59	54	32	293	764	—	—	11	1,213
Lives saved from British Vessels at Sea.	—	—	11	767	252	—	—	7	1,037
Total for 1898-99 .. .. .	101	133	155	1,405	2,405	2	—	153	4,354
Total for 1897-98 .. .. .	205	83	138	1,096	2,377	54	—	90	4,053
Total for 1896-97 .. .. .	65	108	384	1,044	2,941	15	1	102	4,600
Total for 1895-96 .. .. .	368	155	1,092	1,632	2,943	—	5	505	6,700
Total for 1894-95 .. .. .	70	90	153	1,418	2,806	38	1	499	4,875
Total for 1893-94 .. .. .	64	174	1,324	1,542	2,235	10	2	129	5,470
Total for 1892-93 .. .. .	51	55	173	1,379	4,052	90	—	91	5,691
Total for 1891-92 .. .. .	104	150	424	1,242	4,050	10	9	192	6,191
Total for 1890-91 .. .. .	206	126	346	1,243	2,926	—	—	87	4,983
Total for 1889-90 .. .. .	216	153	264	1,749	2,889	—	—	267	5,333
Total for 1888-89 .. .. .	295	106	266	884	2,741	—	—	397	4,779
Total for 1887-88 .. .. .	294	84	213	1,584	3,387	9	7	269	5,851
Total for 1886-87 .. .. .	210	124	324	1,944	3,977	5	6	275	6,965
Total for 1885-86 .. .. .	196	85	769	2,821	4,907	—	—	693	9,613
Total for 1884-85 .. .. .	49	105	262	1,006	5,799	65	—	942	8,228
Total for 1883-84 .. .. .	333	338	459	1,807	4,066	4	—	814	7,621
Total for 1882-83 .. .. .	337	131	851	1,306	5,433	21	2	293	8,346
Total for 1881-82 .. .. .	339	196	507	2,355	5,257	1	10	408	9,073
Total for 1880-81 .. .. .	284	84	738	1,457	3,776	11	3	329	6,687
Total for 1879-80 .. .. .	213	108	627	2,194	4,791	50	8	291	8,283
Total for 1878-79 .. .. .	324	76	795	2,439	5,216	—	—	1,000	9,350

## Shipping Casualties in Rivers and Harbours.

**TABLE 64. Totals:—**Statement showing the Number and Tonnage of **Seagoing Vessels** registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering ... ..	1	47	—	—	—	—	1	47
Strandings ... ..	4	404	29	9,215	109	46,151	142	55,770
Collisions ... ..	1	526	62	6,355	468	82,335	531	89,216
Other Causes ... ..	2	73	17	10,401	74	12,651	93	23,125
<b>TOTAL ...</b>	<b>8</b>	<b>1,050</b>	<b>108</b>	<b>25,971</b>	<b>651</b>	<b>141,137</b>	<b>767</b>	<b>168,158</b>
(b.) Steam Vessels.								
Foundering ... ..	—	—	—	—	—	—	—	—
Strandings ... ..	2	1,059	129	169,910	620	680,399	751	851,368
Collisions ... ..	3	843	147	123,239	1,181	1,044,177	1,331	1,168,259
Other Causes ... ..	2	2,136	63	91,259	167	170,133	232	263,528
<b>TOTAL ...</b>	<b>7</b>	<b>4,038</b>	<b>339</b>	<b>384,408</b>	<b>1,968</b>	<b>1,894,709</b>	<b>2,314</b>	<b>2,283,155</b>
(c.) Total.								
Foundering ... ..	1	47	—	—	—	—	1	47
Strandings ... ..	6	1,463	158	179,125	729	726,550	893	907,138
Collisions... ..	4	1,369	209	129,594	1,649	1,126,512	1,862	1,257,475
Other Causes ... ..	4	2,209	80	101,660	241	182,784	325	286,653
<b>TOTAL ...</b>	<b>15</b>	<b>5,088</b>	<b>447</b>	<b>410,379</b>	<b>2,619</b>	<b>2,035,846</b>	<b>3,081</b>	<b>2,451,313</b>

Shipping Casualties in Rivers and Harbours.

TABLE 65. Home and Foreign Trades:—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

(a.) Sailing Vessels.

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Foundering .. .. .	1	47	—	—	—	—	1	47
Strandings .. .. .	4	404	23	1,840	84	6,503	111	8,547
Collisions .. .. .	—	—	59	3,685	429	31,309	488	34,994
Other Causes .. .. .	2	73	12	891	65	5,265	79	6,229
TOTAL .. .. .	7	524	94	6,216	578	43,077	679	49,817
(2.) FOREIGN TRADE.								
Foundering .. .. .	—	—	6	7,575	25	39,648	31	47,223
Strandings .. .. .	—	—	3	2,670	39	51,026	43	54,223
Collisions .. .. .	1	528	5	9,510	9	7,388	14	16,896
Other Causes .. .. .	—	—	—	—	—	—	—	—
TOTAL .. .. .	1	528	14	19,755	73	98,060	88	118,341
(3.) TOTAL.								
Foundering .. .. .	1	47	—	—	—	—	1	47
Strandings .. .. .	4	404	29	9,215	109	46,151	142	55,770
Collisions .. .. .	1	528	62	6,355	468	82,335	531	89,216
Other Causes .. .. .	2	73	17	10,401	74	13,651	93	23,125
TOTAL .. .. .	8	1,050	108	25,971	651	141,137	767	168,168

(b.) Steam Vessels.

(1.) HOME TRADE.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	1	350	31	6,902	209	54,785	241	62,047
Collisions .. .. .	3	843	84	24,867	663	215,262	750	240,932
Other Causes .. .. .	1	25	22	4,884	66	16,233	89	21,132
TOTAL .. .. .	5	1,218	137	36,643	938	286,280	1,080	334,141
(2.) FOREIGN TRADE.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	1	709	98	163,068	411	625,604	510	789,331
Collisions .. .. .	—	—	63	98,382	518	828,915	581	927,297
Other Causes .. .. .	1	2,111	41	86,375	101	153,910	143	242,396
TOTAL .. .. .	2	2,820	202	347,765	1,030	1,608,429	1,234	1,959,014
(3.) TOTAL.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	2	1,059	129	169,910	620	680,399	751	851,968
Collisions .. .. .	3	843	147	123,239	1,181	1,044,177	1,331	1,168,259
Other Causes .. .. .	2	2,136	63	91,259	167	170,133	232	263,526
TOTAL .. .. .	7	4,038	339	384,408	1,968	1,894,709	2,314	2,283,155

(c.) Total.

(1.) HOME TRADE.								
Foundering .. .. .	1	47	—	—	—	—	1	47
Strandings .. .. .	5	754	54	8,542	293	61,298	352	70,594
Collisions .. .. .	3	843	143	28,542	1,092	266,571	1,238	375,956
Other Causes .. .. .	3	98	34	5,775	131	21,488	168	27,361
TOTAL .. .. .	12	1,742	231	42,859	1,516	329,357	1,759	373,958
(2.) FOREIGN TRADE.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	1	709	104	170,583	436	665,352	541	836,544
Collisions .. .. .	1	528	66	101,052	557	879,941	624	981,519
Other Causes .. .. .	1	2,111	46	86,885	110	161,296	157	259,292
TOTAL .. .. .	3	3,346	216	357,520	1,103	1,706,489	1,322	2,077,355
(3.) TOTAL.								
Foundering .. .. .	1	47	—	—	—	—	1	47
Strandings .. .. .	6	1,463	158	179,125	729	726,550	893	907,136
Collisions .. .. .	4	1,369	209	129,594	1,649	1,136,512	1,862	1,257,475
Other Causes .. .. .	4	2,209	80	101,680	241	183,784	335	284,663
TOTAL .. .. .	15	5,088	447	410,379	2,619	2,036,846	3,081	2,451,318

## Shipping Casualties in Rivers and Harbours.

**TABLE 66. Totals:—**Statement showing the Number and Tonnage of Seagoing Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	1	292	6	1,785	7	2,077
Collisions	1	63	5	1,155	26	4,924	32	6,142
Other Causes	—	—	—	—	2	1,479	2	1,479
<b>TOTAL</b>	<b>1</b>	<b>63</b>	<b>6</b>	<b>1,447</b>	<b>34</b>	<b>8,188</b>	<b>41</b>	<b>9,698</b>
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	3	2,688	5	5,660	8	8,348
Collisions	1	150	6	897	35	14,134	42	15,181
Other Causes	5	673	5	1,713	8	2,583	18	4,969
<b>TOTAL</b>	<b>6</b>	<b>823</b>	<b>14</b>	<b>5,298</b>	<b>48</b>	<b>22,377</b>	<b>68</b>	<b>28,498</b>
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	4	2,980	11	7,445	15	10,425
Collisions	2	213	11	2,052	61	19,058	74	21,323
Other Causes	5	673	5	1,713	10	4,062	20	6,448
<b>TOTAL</b>	<b>7</b>	<b>886</b>	<b>20</b>	<b>6,745</b>	<b>82</b>	<b>30,565</b>	<b>109</b>	<b>38,196</b>

Shipping Casualties in Rivers and Harbours.

TABLE 67. Totals :—Statement showing the Number and Tonnage of River Craft registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering .. .. .	2	136	—	—	—	—	2	136
Strandings .. .. .	3	131	2	69	4	135	9	335
Collisions .. .. .	4	173	41	2,015	92	5,505	137	7,693
Other Causes .. .. .	—	—	6	475	8	492	14	967
TOTAL .. .. .	9	440	49	2,559	104	6,132	162	9,131
(b.) Steam Vessels.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	2	137	9	214	11	351
Collisions .. .. .	—	—	8	275	73	6,151	81	6,426
Other Causes .. .. .	—	—	5	165	6	456	11	621
TOTAL .. .. .	—	—	15	577	88	6,821	103	7,398
(c.) Total.								
Foundering .. .. .	2	136	—	—	—	—	2	136
Strandings .. .. .	3	131	4	206	13	349	20	685
Collisions .. .. .	4	173	49	2,390	165	11,656	218	14,119
Other Causes .. .. .	—	—	11	640	14	948	25	1,588
TOTAL .. .. .	9	440	64	3,196	192	12,953	265	16,530

Shipping Casualties in Rivers and Harbours.

TABLE 68. Totals :—Statement showing the Number and Tonnage of River Craft registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	—	—	1	541	1	541
Collisions .. .. .	—	—	—	—	—	—	—	—
Other Causes .. .. .	—	—	3	1,755	—	—	3	1,755
TOTAL .. .. .	—	—	3	1,755	1	541	4	2,293
(b.) Steam Vessels.								
Foundering .. .. .	1	123	—	—	—	—	1	123
Strandings .. .. .	—	—	2	877	1	113	3	990
Collisions .. .. .	—	—	2	146	8	1,106	10	1,254
Other Causes .. .. .	3	1,063	5	543	—	—	8	1,606
TOTAL .. .. .	4	1,186	9	1,566	9	1,219	22	3,972
(c.) Total.								
Foundering .. .. .	1	123	—	—	—	—	1	123
Strandings .. .. .	—	—	2	877	2	654	4	1,531
Collisions .. .. .	—	—	2	146	8	1,106	10	1,254
Other Causes .. .. .	3	1,063	6	2,298	—	—	11	3,361
TOTAL .. .. .	4	1,186	12	3,323	10	1,769	26	6,268

## Shipping Casualties in Rivers and Harbours.

TABLE 69. Totals :—Statement showing the Number and Tonnage of Unregistered Seagoing Vessels belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	3	134	—	—	3	134
Collisions	1	18	1	45	16	4,327	18	4,390
Other Causes	—	—	—	—	4	46	4	46
TOTAL	1	18	4	179	20	4,373	25	4,570
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	—	—	—	—
Collisions	—	—	2	1,970	28	13,231	30	15,201
Other Causes	—	—	—	—	2	40	2	40
TOTAL	—	—	2	1,970	30	13,271	32	15,241
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	3	134	—	—	3	134
Collisions	1	18	3	2,015	44	17,558	48	19,591
Other Causes	—	—	—	—	6	86	6	86
TOTAL	1	18	6	2,149	50	17,644	57	19,811

Note.—Four casualties (each by collision) were reported during 1898-99 as having occurred in rivers and harbours to unregistered seagoing vessels belonging to British Possessions Abroad. A sailing vessel of 50 tons was totally lost and a steamer of 10 tons was seriously damaged, while a sailing vessel of 80 tons and a steamer of 43 tons received minor damage.

Shipping Casualties in Rivers and Harbours.

TABLE 70. Totals :—Statement showing the Number and Tonnage of Unregistered River Craft belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering ... ..	1	95	—	—	—	—	1	95
Strandings ... ..	1	73	3	230	5	356	9	659
Collisions ... ..	15	862	99	6,369	246	18,486	360	25,717
Other Causes ... ..	1	60	19	1,017	8	640	28	1,717
TOTAL ... ..	18	1,090	121	7,616	259	19,482	398	28,188
(b.) Steam Vessels.								
Foundering ... ..	—	—	—	—	—	—	—	—
Strandings ... ..	—	—	2	90	1	9	3	99
Collisions ... ..	1	40	8	524	17	630	26	1,194
Other Causes ... ..	—	—	5	132	4	842	9	974
TOTAL ... ..	1	40	15	746	22	1,481	38	2,267
(c.) Total.								
Foundering ... ..	1	95	—	—	—	—	1	95
Strandings ... ..	1	73	5	320	6	365	12	758
Collisions ... ..	16	902	107	6,893	263	19,116	386	26,911
Other Causes ... ..	1	60	24	1,149	12	1,482	37	2,691
TOTAL ... ..	19	1,130	136	8,362	281	20,963	436	30,455

## Shipping Casualties in Rivers and Harbours.

**TABLE 71. Totals:—**Statement showing the Number and Tonnage of **Unregistered River Craft belonging to British Possessions Abroad** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	3	1,438	—	—	3	1,438
Collisions .. .. .	—	—	4	384	1	60	5	444
Other Causes .. .. .	—	—	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	—	—	7	1,822	1	60	8	1,882
<b>(b.) Steam Vessels.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	—	—	—	—	—	—
Collisions .. .. .	—	—	—	—	1	1	1	1
Other Causes .. .. .	—	—	1	26	—	—	1	26
<b>TOTAL .. .. .</b>	—	—	1	26	1	1	2	26
<b>(c.) Total.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	3	1,438	—	—	3	1,438
Collisions .. .. .	—	—	4	384	2	61	6	445
Other Causes .. .. .	—	—	1	26	—	—	1	26
<b>TOTAL .. .. .</b>	—	—	8	1,847	2	61	10	1,908

## Shipping Casualties in Rivers and Harbours.

**TABLE 72. Totals:—**Statement showing the Number and Tonnage of **Yachts and Pleasure Boats belonging to the United Kingdom** to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	4	80	3	54	1	2	8	136
Collisions .. .. .	—	—	3	48	17	430	20	478
Other Causes .. .. .	—	—	3	16	1	20	4	36
<b>TOTAL .. .. .</b>	4	80	9	118	19	452	32	650
<b>(b.) Steam Vessels.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	1	16	2	94	3	110
Collisions .. .. .	—	—	—	—	18	1,757	18	1,757
Other Causes .. .. .	—	—	4	104	1	15	5	119
<b>TOTAL .. .. .</b>	—	—	5	120	19	1,866	24	1,986
<b>(c.) Total.</b>								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	4	80	4	70	3	96	11	246
Collisions .. .. .	—	—	3	48	33	2,187	38	2,235
Other Causes .. .. .	—	—	7	120	2	35	9	155
<b>TOTAL .. .. .</b>	4	80	14	238	33	2,318	58	2,636

*Note.*—As regards yachts belonging to British Possessions Abroad, only one casualty was reported during 1898-99 as having occurred in harbour. This was the loss by fire of a steam yacht of 18 tons at Kingston, Lake Ontario.

Shipping Casualties in Rivers and Harbours.

TABLE 73. Totals :—Statement showing the Number and Tonnage of Fishing Vessels belonging to the United Kingdom to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	3	66	4	143	15	496	22	704
Collisions .. .. .	—	—	13	296	156	5,459	169	5,757
Other Causes .. .. .	—	—	9	261	16	477	25	738
TOTAL .. .. .	3	66	26	702	187	6,431	216	7,199
(b.) Steam Vessels.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	1	8	6	188	13	608	20	804
Collisions .. .. .	—	—	7	186	55	2,542	62	2,728
Other Causes .. .. .	—	—	4	176	2	43	6	219
TOTAL .. .. .	1	8	17	550	70	3,193	88	3,751
(c.) Total.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	4	74	10	331	28	1,108	42	1,506
Collisions .. .. .	—	—	20	484	211	8,001	231	8,485
Other Causes .. .. .	—	—	13	437	18	520	31	957
TOTAL .. .. .	4	74	43	1,352	257	9,634	304	10,950

Note.—No casualties were reported during 1898-99 as having occurred in Rivers and Harbours to Fishing Vessels belonging to British Possessions Abroad.

Shipping Casualties in Rivers and Harbours.

TABLE 74. Totals :—Statement showing the Number and Tonnage of Foreign Vessels of all kinds to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties in Rivers and Harbours in British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	10	1,238	12	4,861	39	22,393	61	28,392
Collisions .. .. .	—	—	12	4,768	100	45,712	112	50,480
Other Causes .. .. .	—	—	6	2,821	17	8,784	23	11,605
TOTAL .. .. .	10	1,238	30	12,450	156	76,789	196	90,477
(b.) Steam Vessels.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	—	—	6	5,870	48	43,103	54	48,973
Collisions .. .. .	—	—	20	15,148	162	120,079	182	135,227
Other Causes .. .. .	1	1,859	2	4,355	18	13,942	21	20,156
TOTAL .. .. .	1	1,859	28	25,373	228	177,124	257	204,354
(c.) Total.								
Foundering .. .. .	—	—	—	—	—	—	—	—
Strandings .. .. .	10	1,238	18	10,731	87	65,396	115	77,365
Collisions .. .. .	—	—	32	19,916	262	165,791	294	185,707
Other Causes .. .. .	1	1,859	8	7,176	35	23,726	44	31,761
TOTAL .. .. .	11	3,097	58	37,823	394	253,913	453	294,833

## Lives Lost by Shipping Casualties in Rivers and Harbours.

**TABLE 75. Seamen and Passengers Lost in Rivers and Harbours.—Grand Totals:—** Statement showing the Number of Lives Lost in British and Foreign Vessels of all Kinds by Casualties which occurred to such Vessels in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to Foreign Vessels in Rivers and Harbours of British Possessions Abroad, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Number and Description of the Vessels in which the Lives were Lost.

## (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Description of the Vessels.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.	
	Vessels in which Crew.	Passengers.	Vessels in which Crew.	Passengers.	Vessels in which Crew.	Passengers.	Vessels in which Crew.	Passengers.	Vessels in which Crew.	Passengers.	Vessels in which Crew.	Passengers.
(1.) LIVES LOST IN VESSELS TOTALLY LOST.												
River Craft registered in the United Kingdom .. .. .	—	—	1	1	—	1	—	1	—	—	2	1
Unregistered River Craft belonging to the United Kingdom..	1	1	—	1	—	1	—	1	—	—	3	2
<b>TOTAL .. .. .</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>3</b>
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	1	1	3	2	2	2	—	—	5	5
River Craft registered in the United Kingdom .. .. .	—	—	—	—	—	—	—	1	2	1	1	3
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	—	2	2	6	5	2	8	7
Unregistered River Craft belonging to British Possessions Abroad.	—	—	1	1	—	—	—	—	—	—	1	1
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	1	2	—	1	2
Foreign Vessels .. .. .	—	—	—	—	—	—	—	1	1	—	1	1
<b>TOTAL .. .. .</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>17</b>	<b>18</b>
(3.) TOTAL.												
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	1	1	3	2	2	2	—	—	5	5
River Craft registered in the United Kingdom .. .. .	—	—	1	1	—	1	1	2	1	—	3	3
Unregistered River Craft belonging to the United Kingdom	1	1	—	1	—	3	2	6	5	2	11	9
Unregistered River Craft belonging to British Possessions Abroad.	—	—	1	1	—	—	—	—	—	—	1	1
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	1	2	—	1	2
Foreign Vessels .. .. .	—	—	—	—	—	—	—	1	1	—	1	1
<b>TOTAL .. .. .</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>22</b>	<b>21</b>

## (b.) Lives Lost in Steam Vessels.

(1.) LIVES LOST IN VESSELS TOTALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	—	—	—	1	1	—	1	1
River Craft registered in British Possessions Abroad .. ..	1	6	3	—	—	—	—	—	—	—	1	6
<b>TOTAL .. .. .</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>1</b>	<b>—</b>	<b>2</b>	<b>7</b>
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	—	2	2	10	9	6	12	11
River Craft registered in the United Kingdom .. .. .	—	—	—	—	—	1	1	—	—	—	1	1
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	—	1	2	—	—	—	1	2
Foreign Vessels .. .. .	—	—	—	—	—	1	1	1	2	—	2	3
<b>TOTAL .. .. .</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>16</b>	<b>17</b>

Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. Seamen and Passengers Lost in Rivers and Harbours—*cont.*

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Description of the Vessels.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.	
	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.

(b.) Lives Lost in Steam Vessels—*continued.*

	(3.) TOTAL.											
	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	—	—	2	2	—	11	10	6
River Craft registered in the United Kingdom .. .. .	—	—	—	—	—	—	1	1	—	—	—	—
River Craft registered in British Possessions Abroad .. ..	1	6	3	—	—	—	—	—	—	—	—	—
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	—	—	1	2	—	—	—	—
Foreign Vessels .. .. .	—	—	—	—	—	—	1	1	—	1	2	—
TOTAL .. .. .	1	6	3	—	—	—	5	6	—	13	12	6

(c.) Total.

	(1.) LIVES LOST IN VESSELS TOTALLY LOST.											
	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	—	—	—	—	—	1	1	—
River Craft registered in the United Kingdom .. .. .	—	—	—	1	1	—	1	—	—	—	—	—
River Craft registered in British Possessions Abroad .. ..	1	6	3	—	—	—	—	—	—	—	—	—
Unregistered River Craft belonging to the United Kingdom..	1	1	—	1	1	—	1	—	—	—	—	—
TOTAL .. .. .	2	7	3	2	2	—	2	—	—	1	1	—
	(2.) LIVES LOST IN VESSELS PARTIALLY LOST.											
	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	1	1	3	4	4	—	12	11	6
River Craft registered in the United Kingdom .. .. .	—	—	—	—	—	—	1	1	—	1	2	1
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	—	—	3	4	—	6	5	2
Unregistered River Craft belonging to British Possessions Abroad.	—	—	—	1	1	—	—	—	—	—	—	—
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	1	2	—
Foreign Vessels .. .. .	—	—	—	—	—	—	1	1	—	2	3	—
TOTAL .. .. .	—	—	—	2	2	3	9	10	—	22	23	9
	(3.) TOTAL.											
	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	1	1	3	4	4	—	13	12	6
River Craft registered in the United Kingdom .. .. .	—	—	—	1	1	—	2	1	1	2	1	—
River Craft registered in British Possessions Abroad .. ..	1	6	3	—	—	—	—	—	—	—	—	—
Unregistered River Craft belonging to the United Kingdom..	1	1	—	1	1	—	4	4	1	6	5	2
Unregistered River Craft belonging to British Possessions Abroad.	—	—	—	1	1	—	—	—	—	—	—	—
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	1	2	—
Foreign Vessels .. .. .	—	—	—	—	—	—	1	1	—	2	3	—
TOTAL .. .. .	2	7	3	4	4	3	11	10	2	23	24	9

\* Includes 5 Lascars.

## Deaths in Rivers and Harbours.

**TABLE 76. Deaths in Rivers and Harbours from all Causes.—Grand Totals:—**Statement showing the Total Number of Deaths in Rivers and Harbours in **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from:—

(1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1898–99, or were reported during that period as having occurred in Rivers and Harbours Abroad ;

(2.) Accidents other than Wreck or Casualty reported during 1898–99 ;

(3.) Disease, Murder, Suicide, &c. reported during 1898–99 ;

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Lives Lost in Sailing Vessels.			Lives Lost in Steam Vessels.			Total.		
	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.
<b>(a.) Deaths in the Home Trade.</b>									
Wrecks of, and Casualties to, the Vessels.	4	—	—	2	—	—	6	—	—
Accidents other than Wreck or Casualty.	37	—	—	54	—	6	91	—	6
Disease, Murder, Homicide, Suicide, and Unknown Causes.	16	—	—	28	—	3	44	—	3
<b>TOTAL ...</b>	<b>57</b>	<b>—</b>	<b>—</b>	<b>84</b>	<b>—</b>	<b>9</b>	<b>141</b>	<b>—</b>	<b>9</b>
<b>(b.) Deaths in the Foreign Trade.</b>									
Wrecks of, and Casualties to, the Vessels.	1	—	3	5	5	6	6	5	9
Accidents other than Wreck or Casualty.	29	—	—	214	17	5	243	17	5
Disease, Murder, Homicide, Suicide, and Unknown Causes.	105	—	3	348	90	85	453	90	88
<b>TOTAL ...</b>	<b>135</b>	<b>—</b>	<b>6</b>	<b>567</b>	<b>112</b>	<b>96</b>	<b>702</b>	<b>112</b>	<b>102</b>
<b>(c.) Total.</b>									
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	5	—	3	7	5	6	12	5	9
Accidents other than Wreck or Casualty.	66	—	—	268	17	11	334	17	11
Disease, Murder, Homicide, Suicide, and Unknown Causes.	121	—	3	376	90	88	497	90	91
<b>TOTAL ...</b>	<b>192</b>	<b>—</b>	<b>6</b>	<b>651</b>	<b>112</b>	<b>105</b>	<b>843</b>	<b>112</b>	<b>111</b>

*Note.*—As regards river craft registered in the United Kingdom, six persons (four crew and two passengers) were reported in 1898–99 as lost by casualties to such vessels, and seven (crew) in such vessels by accident other than casualty.

Deaths in Rivers and Harbours.

TABLE 77. Deaths in Rivers and Harbours from all Causes.—Grand Totals :—  
Statement showing the Total Number of Deaths in Rivers and Harbours in Seagoing Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1898-99, or were reported during that period as having occurred in Rivers and Harbours Abroad ;  
(2.) Accidents other than Wreck or Casualty reported during 1898-99 ;  
(3.) Disease, Murder, Suicide, &c. reported during 1898-99 ;  
distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	—	—	—	—	—	—	—	—	—
Accidents other than Wreck or Casualty.	10	—	—	5	3	—	15	3	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	27	—	—	16	4	8	43	4	8
TOTAL ... ..	37	—	—	21	7	8	58	7	8

Deaths in Rivers and Harbours.

TABLE 78. Deaths in Rivers and Harbours from all Causes :—Statement showing the Total Number of Deaths in Rivers and Harbours in Fishing Vessels belonging to the United Kingdom arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1898-99, or were reported during that period as having occurred in Rivers and Harbours Abroad ;  
(2.) Accidents other than Wreck or Casualty reported during 1898-99 ;  
(3.) Disease, Murder, Suicide, &c. reported during 1898-99 ;  
distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	—	—	—	—	—	—
Accidents other than Wreck or Casualty.	8	—	8	—	16	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	7	—	4	—	11	—
TOTAL ... ..	15	—	12	—	27	—

Note.—No loss of life was reported during 1898-99 as having occurred in Rivers and Harbours in Fishing Vessels belonging to British Possessions Abroad.

## Shipping Casualties at Sea and in Rivers and Harbours.

**TABLE 79. Grand Totals.—Shipping Casualties everywhere :—**Statement showing the Number and Tonnage of Vessels Registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels, and River Craft so registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 64.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Founderingings ... ..	31	6,725	—	—	—	—	31	6,725
Strandings ... ..	80	23,339	117	23,536	465	112,369	662	159,244
Collisions ... ..	19	2,228	132	30,085	813	147,046	964	179,359
Other Causes ... ..	7	4,033	169	130,809	753	297,546	929	432,388
Missing Vessels ... ..	18	14,770	—	—	—	—	18	14,770
<b>TOTAL ... ..</b>	<b>155</b>	<b>51,095</b>	<b>418</b>	<b>184,430</b>	<b>2,031</b>	<b>556,961</b>	<b>2,604</b>	<b>792,486</b>
(b.) Steam Vessels.								
Founderingings ... ..	24	19,281	—	—	—	—	24	19,281
Strandings ... ..	52	59,299	364	425,814	1,238	1,290,377	1,654	1,775,490
Collisions ... ..	22	17,615	277	249,382	1,663	1,478,097	1,962	1,745,094
Other Causes ... ..	9	10,645	521	696,721	1,374	1,685,569	1,904	2,392,935
Missing Vessels ... ..	12	19,026	—	—	—	—	12	19,026
<b>TOTAL ... ..</b>	<b>119</b>	<b>125,866</b>	<b>1,162</b>	<b>1,371,917</b>	<b>4,275</b>	<b>4,454,043</b>	<b>5,556</b>	<b>5,951,826</b>
(c.) Total.								
Founderingings ... ..	55	26,006	—	—	—	—	55	26,006
Strandings ... ..	132	82,638	481	449,350	1,703	1,402,746	2,316	1,934,734
Collisions ... ..	41	19,843	409	279,467	2,476	1,625,143	2,926	1,924,453
Other Causes ... ..	16	14,678	690	827,530	2,127	1,983,115	2,833	2,825,323
Missing Vessels ... ..	30	33,796	—	—	—	—	30	33,796
<b>TOTAL ... ..</b>	<b>274</b>	<b>176,961</b>	<b>1,580</b>	<b>1,556,347</b>	<b>6,306</b>	<b>5,011,004</b>	<b>8,160</b>	<b>6,744,312</b>

Deaths at Sea and in Rivers and Harbours.

TABLE 80. Deaths from all Causes everywhere.—Grand Totals :—Statement showing the Total Number of Deaths everywhere in Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from :—

- (1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom, or were reported from Abroad during the Year 1898–99 ;
- (2.) Accidents other than Wreck or Casualty reported during 1898–99 ;
- (3.) Disease, Murder, Suicide, &c. reported during 1898–99 ;

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 18 and 76.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
(a.) Deaths in the Home Trade.									
Wrecks of, and Casualties to, the Vessels.	94	—	1	99	—	89	193	—	90
Accidents other than Wreck or Casualty.	56	—	—	66	—	11	122	—	11
Disease, Murder, Homicide, Suicide, and Unknown Causes.	21	—	—	34	—	14	55	—	14
TOTAL ... ..	171	—	1	199	—	114	370	—	115
(b.) Deaths in the Foreign Trade.									
Wrecks of, and Casualties to, the Vessels.	336	—	17	515	37	52	851	37	69
Accidents other than Wreck or Casualty.	139	—	2	359	42	31	498	42	33
Disease, Murder, Homicide, Suicide, and Unknown Causes.	249	1	112	591	218	700	840	219	812
TOTAL ... ..	724	1	131	1,465	297	783	2,189	298	914
(c.) Total.									
Wrecks of, and Casualties to, the Vessels.	430	—	18	614	37	141	1,044	37	159
Accidents other than Wreck or Casualty.	195	—	2	425	42	42	620	42	44
Disease, Murder, Homicide, Suicide, and Unknown Causes.	270	1	112	625	218	714	895	219	826
TOTAL ... ..	895	1	132	1,664	297	897	2,559	298	1,029

Note.—For loss of life in river craft registered in the United Kingdom, see Table 75 and note to Table 76.

## Shipping Casualties at Sea and in Rivers and Harbours.

**TABLE 81. Grand Totals.—Shipping Casualties everywhere :—**Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom (except Vessels of the Royal Navy), to which Casualties occurred on or near the Coasts, or in Rivers or Harbours, of the United Kingdom, during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 49, 64, 67, 69, 70, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
<b>(a.) Sailing Vessels.</b>								
Foundering ... ..	58	7,500	—	—	—	—	58	7,500
Strandings ... ..	159	25,196	158	25,103	682	118,998	999	169,297
Collisions ... ..	61	4,123	352	41,716	1,792	204,149	2,205	249,988
Other Causes ... ..	19	4,474	298	138,083	1,158	316,262	1,475	458,819
Missing Vessels ... ..	22	14,930	—	—	—	—	22	14,930
<b>TOTAL ... ..</b>	<b>319</b>	<b>56,223</b>	<b>808</b>	<b>204,902</b>	<b>3,632</b>	<b>639,409</b>	<b>4,759</b>	<b>900,534</b>
<b>(b.) Steam Vessels.</b>								
Foundering ... ..	26	19,321	—	—	—	—	26	19,321
Strandings ... ..	60	59,515	400	427,383	1,345	1,296,061	1,805	1,782,959
Collisions ... ..	25	17,724	329	254,026	2,047	1,518,763	2,401	1,790,513
Other Causes ... ..	9	10,645	631	700,973	1,522	1,694,701	2,162	2,406,319
Missing Vessels ... ..	13	19,083	—	—	—	—	13	19,083
<b>TOTAL ... ..</b>	<b>133</b>	<b>126,288</b>	<b>1,360</b>	<b>1,382,382</b>	<b>4,914</b>	<b>4,509,525</b>	<b>6,407</b>	<b>6,018,195</b>
<b>(c.) Total.</b>								
Foundering ... ..	84	26,821	—	—	—	—	84	26,821
Strandings ... ..	219	84,711	558	452,486	2,027	1,415,059	2,804	1,952,256
Collisions ... ..	86	21,847	681	295,742	3,839	1,722,912	4,606	2,040,501
Other Causes ... ..	28	15,119	929	839,056	2,680	2,010,963	3,637	2,865,138
Missing Vessels ... ..	35	34,013	—	—	—	—	35	34,013
<b>TOTAL ... ..</b>	<b>452</b>	<b>182,511</b>	<b>2,168</b>	<b>1,587,284</b>	<b>8,546</b>	<b>5,148,931</b>	<b>11,166</b>	<b>6,918,729</b>

*Notes.*—The total number of Persons Lost at Sea and in Rivers and Harbours by Casualties to Vessels belonging to the United Kingdom, was 1,408, of whom 1,235 were Crew and 173 were Passengers. Of these, 54 Crew and 14 Passengers were lost in Rivers and Harbours. For details of loss of life by the Casualties included in this Table, see Tables 50 and 75.

## Shipping Casualties at Sea and in Rivers and Harbours.

**TABLE 82. Grand Totals.—Shipping Casualties everywhere :—**Statement showing the Number and Tonnage of Seagoing Vessels Registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts, and Fishing Vessels so Registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 36, 64, and 66.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering ... ..	72	10,760	—	—	—	—	72	10,760
Strandings ... ..	198	38,921	164	36,705	522	125,863	884	201,489
Collisions ... ..	31	6,535	154	34,690	866	160,917	1,051	202,142
Other Causes ... ..	18	6,550	223	152,397	845	330,607	1,086	489,554
Missing Vessels ... ..	30	16,698	—	—	—	—	30	16,698
<b>TOTAL ... ..</b>	<b>349</b>	<b>79,464</b>	<b>541</b>	<b>223,792</b>	<b>2,233</b>	<b>617,387</b>	<b>3,123</b>	<b>920,643</b>
(b.) Steam Vessels.								
Foundering ... ..	27	20,338	—	—	—	—	27	20,338
Strandings ... ..	66	64,450	383	438,773	1,281	1,318,849	1,730	1,822,072
Collisions ... ..	23	17,765	290	251,627	1,709	1,498,097	2,022	1,767,489
Other Causes ... ..	14	11,318	556	721,374	1,405	1,707,689	1,975	2,440,381
Missing Vessels ... ..	12	19,026	—	—	—	—	12	19,026
<b>TOTAL ... ..</b>	<b>142</b>	<b>132,897</b>	<b>1,229</b>	<b>1,411,774</b>	<b>4,395</b>	<b>4,524,635</b>	<b>5,766</b>	<b>6,069,306</b>
(c.) Total.								
Foundering ... ..	99	31,098	—	—	—	—	99	31,098
Strandings ... ..	264	103,371	547	475,478	1,803	1,444,712	2,614	2,023,561
Collisions ... ..	54	24,300	444	286,317	2,575	1,659,014	3,073	1,969,631
Other Causes ... ..	32	17,868	779	873,771	2,250	2,038,296	3,061	2,929,935
Missing Vessels ... ..	42	35,724	—	—	—	—	42	35,724
<b>TOTAL ... ..</b>	<b>491</b>	<b>212,361</b>	<b>1,770</b>	<b>1,635,566</b>	<b>6,628</b>	<b>5,142,022</b>	<b>8,889</b>	<b>6,989,949</b>

## Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

**TABLE 83. Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals:—**Statement showing the Number of Lives Lost in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts, and Fishing Vessels, so registered) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 37 and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
<b>(a.) Lives Lost in Vessels Totally Lost.</b>															
Foundering ..	23	5,162	82	13	95	11	13,016	111	1	112	34	18,178	193	14	207
Strandings ..	14	5,909	78	9	87	4	7,282	98	130	228	18	13,191	176	139	315
Collisions ..	6	660	17	—	17	5	4,760	45	—	45	11	5,429	63	—	63
Other Causes ..	2	1,555	7	3	10	2	6,597	2	—	2	4	8,152	9	3	12
Missing Vessels ..	30	16,666	326	2	328	12	19,026	329	1	330	42	35,724	655	3	658
<b>TOTAL ..</b>	<b>75</b>	<b>29,993</b>	<b>510</b>	<b>27</b>	<b>537</b>	<b>34</b>	<b>50,681</b>	<b>585</b>	<b>132</b>	<b>717</b>	<b>109</b>	<b>80,674</b>	<b>1,095</b>	<b>159</b>	<b>1,254</b>
<b>(b.) Lives Lost in Vessels Partially Lost.</b>															
Strandings ..	4	2,015	9	3	12	2	1,372	6	—	6	6	3,387	15	3	18
Collisions ..	7	4,182	7	2	9	4	10,116	4	—	4	11	14,293	11	2	13
Other Causes ..	47	42,618	64	—	64	59	97,155	67	9	76	106	139,773	131	9	140
<b>TOTAL ..</b>	<b>58</b>	<b>49,815</b>	<b>80</b>	<b>5</b>	<b>85</b>	<b>65</b>	<b>108,643</b>	<b>77</b>	<b>9</b>	<b>86</b>	<b>123</b>	<b>157,458</b>	<b>157</b>	<b>14</b>	<b>171</b>
<b>(c.) Total.</b>															
Foundering ..	23	5,162	82	13	95	11	13,016	111	1	112	34	18,178	193	14	207
Strandings ..	18	7,924	87	12	99	6	8,854	104	130	234	24	16,578	191	142	333
Collisions ..	13	4,851	24	2	26	9	13,876	49	—	49	22	19,727	73	2	75
Other Causes ..	49	44,173	71	3	74	61	103,752	69	9	78	110	147,925	140	12	152
Missing Vessels ..	30	16,666	326	2	328	12	19,026	329	1	330	42	35,724	655	3	658
<b>TOTAL ..</b>	<b>133</b>	<b>78,808</b>	<b>590</b>	<b>32</b>	<b>622</b>	<b>99</b>	<b>159,324</b>	<b>662</b>	<b>141</b>	<b>803</b>	<b>232</b>	<b>238,132</b>	<b>1,252</b>	<b>173</b>	<b>1,425</b>

## Deaths at Sea and in Rivers and Harbours.

**TABLE 84. Deaths from all Causes everywhere.—Grand Totals:—**Statement showing the Total Number of Deaths everywhere in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts, and Fishing Vessels, so registered), arising from:—

(1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours of the United Kingdom, or were reported from Abroad, during the Year 1898–99;

(2.) Accidents other than Wreck or Casualty reported during 1898–99;

(3.) Disease, Murder, Suicide, &c., reported during 1898–99;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 38, 76, and 77.)

Cause of Death.	Death in Sailing Vessels.			Death in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels .. .. .	590	—	32	624	38	141	1,214	38	173
Accidents other than Wreck or Casualty .. .. .	233	—	2	432	48	45	665	48	47
Disease, Murder, Homicide, Suicide, and unknown Causes ..	324	2	113	649	226	779	973	228	892
<b>TOTAL LOSS OF LIFE EVERYWHERE IN BRITISH REGISTERED SEAGOING MERCHANT VESSELS .. .. .</b>	<b>1,147</b>	<b>2</b>	<b>147</b>	<b>1,705</b>	<b>312</b>	<b>965</b>	<b>2,852</b>	<b>314</b>	<b>1,112</b>

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 85. **Grand Totals.—Shipping Casualties everywhere:—**Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom and to British Possessions Abroad (excluding vessels of the Royal Navy) to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 51, 66, 68, 71, and 81, and Notes to Tables 69, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	108	11,831	—	—	—	—	108	11,831
Strandings...	318	42,617	210	39,854	744	133,338	1,272	215,809
Collisions ...	75	8,530	379	49,703	1,850	219,498	2,304	277,731
Other Causes ...	34	7,260	361	161,805	1,250	349,323	1,645	518,388
Missing Vessels ...	38	17,096	—	—	—	—	38	17,096
<b>TOTAL ...</b>	<b>573</b>	<b>87,334</b>	<b>950</b>	<b>251,362</b>	<b>3,814</b>	<b>702,159</b>	<b>5,367</b>	<b>1,040,855</b>
(b.) Steam Vessels.								
Foundering	31	20,510	—	—	—	—	31	20,510
Strandings...	74	64,666	421	441,219	1,389	1,324,646	1,884	1,830,531
Collisions ...	26	17,874	346	256,470	2,104	1,540,013	2,476	1,814,357
Other Causes ...	18	12,399	672	726,194	1,554	1,716,826	2,244	2,455,419
Missing Vessels ...	13	19,083	—	—	—	—	13	19,083
<b>TOTAL ...</b>	<b>162</b>	<b>134,532</b>	<b>1,439</b>	<b>1,423,883</b>	<b>5,047</b>	<b>4,581,485</b>	<b>6,648</b>	<b>6,139,900</b>
(c.) Total.								
Foundering	139	32,341	—	—	—	—	139	32,341
Strandings...	392	107,283	631	481,073	2,133	1,457,984	3,156	2,046,340
Collisions ...	101	26,404	725	306,173	3,954	1,759,511	4,780	2,092,088
Other Causes ...	52	19,659	1,033	887,999	2,804	2,066,149	3,889	2,973,807
Missing Vessels ...	51	36,179	—	—	—	—	51	36,179
<b>TOTAL ...</b>	<b>735</b>	<b>221,866</b>	<b>2,389</b>	<b>1,675,245</b>	<b>8,891</b>	<b>5,283,644</b>	<b>12,015</b>	<b>7,180,755</b>

## Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

**TABLE 86. Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals:—**Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to the United Kingdom and to British Possessions Abroad (excluding vessels of the Royal Navy) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1899, or which were reported during the same period as having met with Casualties elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 50, 52, and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Pas-sen-gers.	Total	No.	Tonnage.	Crew.	Pas-sen-gers.	Total	No.	Tonnage.	Crew.	Pas-sen-gers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	32	5,348	101	15	116	13	13,148	118	5	123	45	18,496	219	20	239
Strandings ...	20	6,115	88	10	98	5	7,291	106	130	236	25	13,406	194	140	334
Collisions ...	12	806	26	2	28	5	4,760	45	—	45	17	5,566	71	2	73
Other Causes...	6	1,566	12	5	17	2	6,597	2	—	2	8	8,163	14	5	19
Missing Vessels	38	17,096	394	3	397	13	19,083	337	1	338	51	36,179	731	4	735
<b>TOTAL ...</b>	<b>108</b>	<b>30,931</b>	<b>621</b>	<b>35</b>	<b>656</b>	<b>38</b>	<b>50,879</b>	<b>608</b>	<b>136</b>	<b>744</b>	<b>146</b>	<b>81,810</b>	<b>1,229</b>	<b>171</b>	<b>1,400</b>
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	6	2,578	14	3	17	2	1,372	6	—	6	8	3,950	20	3	23
Collisions ...	11	4,302	12	2	14	7	10,359	8	—	8	18	14,661	20	2	22
Other Causes...	85	43,375	117	8	125	69	97,606	77	9	86	154	140,981	194	17	211
<b>TOTAL ...</b>	<b>102</b>	<b>50,255</b>	<b>143</b>	<b>13</b>	<b>156</b>	<b>78</b>	<b>109,337</b>	<b>91</b>	<b>9</b>	<b>100</b>	<b>180</b>	<b>159,592</b>	<b>234</b>	<b>22</b>	<b>256</b>
(c.) Total.															
Foundering ...	32	5,348	101	15	116	13	13,148	118	5	123	45	18,496	219	20	239
Strandings ...	26	8,693	102	13	115	7	8,663	112	130	242	33	17,356	214	143	357
Collisions ...	23	5,108	38	4	42	12	15,119	53	—	53	35	20,227	91	4	95
Other Causes...	91	44,941	129	13	142	71	104,203	79	9	88	162	149,144	208	22	230
Missing Vessels	38	17,096	394	3	397	13	19,083	337	1	338	51	36,179	731	4	735
<b>TOTAL ...</b>	<b>210</b>	<b>81,186</b>	<b>764</b>	<b>48</b>	<b>812</b>	<b>116</b>	<b>160,216</b>	<b>699</b>	<b>145</b>	<b>844</b>	<b>326</b>	<b>241,402</b>	<b>1,463</b>	<b>193</b>	<b>1,656</b>

## Inquiries into Shipping Casualties at Home and Abroad.

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates:—Statement showing the RESULTS of INQUIRIES into the CAUSES of SHIPPING CASUALTIES ordered to be held at HOME during the Year ended 30th June 1899, and the RESULTS of INQUIRIES and NAVAL COURTS held ABROAD of which REPORTS were received during the same Period, showing also the NATURE of the CASUALTIES, and distinguishing, in the Case of HOME INQUIRIES, those held before MAGISTRATES from those held before INSPECTORS; also the TOTAL NUMBER of INQUIRIES held in each of the thirteen preceding Years.

Nature of the Casualties.	Neglect, &c., of those on board.				Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or Insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.	
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.	Total.									
(a.) Inquiries at Home before the Wreck Commissioner.													
Totals for 1898-99 .. .. .	No Inquiries held.												
" " 1897-98 .. .. .													
" " 1896-97 .. .. .													
" " 1895-96 .. .. .													
" " 1894-95 .. .. .													
" " 1893-94 .. .. .													
" " 1892-93 .. .. .													
" " 1891-92 .. .. .													
" " 1890-91 .. .. .													
" " 1889-90 .. .. .													
" " 1888-89 .. .. .													
" " 1887-88 .. .. .													
" " 1886-87 .. .. .		3	19	6	7		2		4	1	1		14
" " 1885-86 .. .. .			20	10	32		4		12	1	8	2	54
(b.) Inquiries at Home before Magistrates.													
Foundering and Abandonments .. .. .			1	1		2		10	2			15	
Strandings .. .. .		27	13	40			1	2	2	1		46	
Collisions .. .. .		7	3	10								10	
Fires and Explosions .. .. .			1	1							1	2	
Other Casualties .. .. .								2	1			3	
Missing Vessels .. .. .									1			1	
Totals for 1898-99 .. .. .		34	18	52		2	1	14	5	2	1	77	
" " 1897-98 .. .. .		34	17	51		2		14	5	2	1	75	
" " 1896-97 .. .. .		36	27	63	1	3		19	9	4		90	
" " 1895-96 .. .. .	1	44	34	79		3	3	10	4	3	2	104	
" " 1894-95 .. .. .	1	55	27	83	1	3	3	16	7	2		115	
" " 1893-94 .. .. .	1	54	15	73		6	7	13	5	1		105	
" " 1892-93 .. .. .	3	58	37	98	1			8	2		1	110	
" " 1891-92 .. .. .		58	33	90	2	1	3	12	6		1	115	
" " 1890-91 .. .. .		51	39	90		1	2	8	8	3		112	
" " 1889-90 .. .. .		60	30	90	3	2		14	9	4	1	123	
" " 1888-89 .. .. .	1	64	43	108		5	2	9		1		125	
" " 1887-88 .. .. .	1	55	42	98	1	2	1	10	4	2	1	119	
" " 1886-87 .. .. .	1	67	28	96	2	3		21	5	6	2	135	
" " 1885-86 .. .. .		63	41	104		1		10	4	7	1	127	
(c.) Inquiries at Home before Inspectors.													
Foundering and Abandonments .. .. .								1				1	
Strandings .. .. .													
Collisions .. .. .													
Fires and Explosions .. .. .					2					1		3	
Other Casualties .. .. .													
Missing Vessels .. .. .								3				3	
Totals for 1898-99 .. .. .					2			4		1		7	
" " 1897-98 .. .. .								3		1		4	
" " 1896-97 .. .. .										2	1	3	
" " 1895-96 .. .. .			1	1				3	2	2		6	
" " 1894-95 .. .. .			1	1		2	2	3		5		13	
" " 1893-94 .. .. .					1	5	1	2		5		14	
" " 1892-93 .. .. .			1	1				1	1	1		5	
" " 1891-92 .. .. .					1			1	1		1	4	
" " 1890-91 .. .. .			1	1				1	3			5	
" " 1889-90 .. .. .					1	1	1	2	6	1	1	13	
" " 1888-89 .. .. .			5	5	3			2	3	2		16	
" " 1887-88 .. .. .					2	1	1	4	4	4	1	16	
(d.) Inquiries in British Possessions Abroad.													
Foundering and Abandonments .. .. .		2		2				2	1			5	
Strandings .. .. .	2	13	16	31			1	9	5	1		47	
Collisions .. .. .		4	13	17				2	4	1		24	
Fires and Explosions .. .. .										1	1	2	
Other Casualties .. .. .									5	1		6	
Missing Vessels .. .. .								3		2		5	
Totals for 1898-99 .. .. .	2	19	29	50			1	16	15	6	1	89	
" " 1897-98 .. .. .	2	15	34	51	1	1	1	30	20	3	1	108	
" " 1896-97 .. .. .		22	26	48				23	7	4		80	
" " 1895-96 .. .. .	1	22	37	60				22	5	6	2	95	
" " 1894-95 .. .. .	1	15	29	45	1		3	17	15	4		85	
" " 1893-94 .. .. .	1	22	24	47	3	2	2	28	5	7	1	95	
" " 1892-93 .. .. .		15	15	30		1	3	28	10	3		75	
" " 1891-92 .. .. .	1	14	29	44	2		3	19	16	4	2	90	
" " 1890-91 .. .. .	4	26	34	64			2	23	12	3		104	
" " 1889-90 .. .. .	1	29	45	75		1	2	33	18	4	2	135	
" " 1888-89 .. .. .		22	40	62	1		2	28	9	4	1	107	
" " 1887-88 .. .. .	3	26	46	75			1	25	14	7	2	124	
" " 1886-87 .. .. .	5	31	42	78	1	1		27	18	8		155	
" " 1885-86 .. .. .	1	43	55	99	1	2	2	30	9	5	2	159	

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates—continued.

Nature of the Casualties.	Neglect, &c. of those on board.				Faulty Construction and Unseaworthiness.	Overloading, Red Stowage, &c.	Defective or Insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.	Total.								
(e.) Naval Courts Abroad.												
Foundering and Abandonments .. ..	—	—	1	1	—	—	—	—	—	—	—	1
Strandings .. .. .	—	2	3	5	—	—	—	—	1	—	—	6
Collisions .. .. .	—	—	3	3	—	—	—	—	—	—	—	3
Fires and Explosions .. .. .	—	—	—	—	—	—	—	—	1	—	—	1
Other Casualties.. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels .. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Totals for 1898-99 .. .. .	—	2	7	9	—	—	—	—	2	—	—	11
" " 1897-98 .. .. .	—	—	5	5	—	1	—	3	2	—	1	13
" " 1896-97 .. .. .	—	3	5	8	—	—	—	3	3	2	—	16
" " 1895-96 .. .. .	—	5	12	17	—	—	1	11	2	—	1	32
" " 1894-95 .. .. .	1	4	12	17	—	—	—	6	7	3	—	33
" " 1893-94 .. .. .	2	5	5	12	—	—	1	7	1	1	1	23
" " 1892-93 .. .. .	1	5	6	12	1	—	—	6	2	—	1	23
" " 1891-92 .. .. .	1	4	8	13	—	1	2	7	—	—	1	24
" " 1890-91 .. .. .	—	3	7	10	1	—	—	10	2	2	—	25
" " 1889-90 .. .. .	—	5	14	19	1	—	—	8	2	—	2	32
" " 1888-89 .. .. .	—	2	7	9	1	—	1	12	9	1	—	33
" " 1887-88 .. .. .	—	6	8	14	—	—	2	5	2	2	3	28
" " 1886-87 .. .. .	—	5	7	12	—	1	2	10	4	2	2	33
" " 1885-86 .. .. .	—	4	13	17	—	—	—	5	2	1	—	25
(f.) Total.												
Foundering and Abandonments .. ..	—	2	2	4	—	2	—	13	3	—	—	22
Strandings .. .. .	2	42	32	76	—	—	2	11	8	2	—	99
Collisions .. .. .	—	11	19	30	—	—	—	2	4	1	—	37
Fires and Explosions .. .. .	—	—	1	1	2	—	—	—	1	2	2	8
Other Casualties.. .. .	—	—	—	—	—	—	—	2	6	1	—	9
Missing Vessels .. .. .	—	—	—	—	—	—	—	6	—	3	—	9
Totals for 1898-99 .. .. .	2	55	54	111	2	2	2	34	22	9	2	184
" " 1897-98 .. .. .	2	49	56	107	1	4	1	50	27	6	3	199
" " 1896-97 .. .. .	—	61	58	119	1	3	—	45	19	12	1	200
" " 1895-96 .. .. .	2	71	84	157	—	3	4	46	13	11	5	239
" " 1894-95 .. .. .	3	74	69	146	2	5	3	42	29	14	—	246
" " 1893-94 .. .. .	4	81	47	132	4	13	11	50	11	14	2	237
" " 1892-93 .. .. .	4	78	59	141	3	1	3	43	15	4	2	212
" " 1891-92 .. .. .	2	76	69	147	5	2	3	39	23	4	5	233
" " 1890-91 .. .. .	4	80	81	165	1	1	4	42	25	8	—	246
" " 1889-90 .. .. .	1	94	89	184	5	4	3	57	35	9	6	303
" " 1888-89 .. .. .	1	88	95	184	5	5	6	51	21	8	1	281
" " 1887-88 .. .. .	4	88	102	194	3	5	4	48	25	15	7	301
" " 1886-87 .. .. .	9	122	87	218	3	9	5	70	28	17	6	356
" " 1885-86 .. .. .	1	130	122	253	1	10	2	49	16	21	4	356

## Inquiries into Breaches of Discipline and Convictions for Criminal Offences.

**TABLE 88. Inquiries respecting Breaches of Discipline.—Masters' and Officers' Certificates :—**Statement showing the RESULTS of PROCEEDINGS instituted under the MERCHANT SHIPPING ACTS respecting BREACHES of DISCIPLINE committed by MASTERS and OFFICERS of BRITISH MERCHANT VESSELS at Home and Abroad during the Year ended 30th June 1899, distinguishing Proceedings held before TRIBUNALS at HOME from those held before TRIBUNALS in BRITISH POSSESSIONS Abroad, and from those held by NAVAL COURTS; also the TOTAL NUMBER of INQUIRIES held in each of the thirteen preceding Years.

Nature of Investigation.	Number of Investigations.	Number of Masters convicted.			Number of Officers convicted.			Total Number of Persons convicted.
		Certificates.		Censured or Admonished.	Certificates.		Censured or Admonished.	
		Cancelled.	Suspended.		Cancelled.	Suspended.		
Tribunals at Home ...	24	—	5	1	1	12	4	23
Tribunals in British Possessions Abroad... }	1	—	1	—	—	—	—	1
Naval Courts ...	7	—	—	1	—	1	3	5
Totals for 1898-99 ...	32	—	6	2	1	13	7	29
„ „ 1897-98 ...	38	—	5	5	—	13	5	28
„ „ 1896-97 ...	42	—	6	4	—	10	12	32
„ „ 1895-96 ...	35	—	2	2	—	11	10	25
„ „ 1894-95 ...	47	—	8	4	—	16	12	40
„ „ 1893-94 ...	47	—	5	4	3	11	8	31
„ „ 1892-93 ...	51	—	6	2	3	19	8	38
„ „ 1891-92 ...	59	2	8	7	5	25	5	52
„ „ 1890-91 ...	57	—	5	1	2	29	5	42
„ „ 1889-90 ...	64	4	7	6	4	23	5	49
„ „ 1888-89 ...	85	2	9	6	4	35	5	61
„ „ 1887-88 ...	68	3	8	2	3	29	9	54
„ „ 1886-87 ...	70	4	8	6	1	35	7	61
„ „ 1885-86 ...	67	2	3	6	2	28	15	56

**TABLE 89. Convictions for Criminal Offences.—Certificates :—**Statement showing the NUMBER of MASTERS and OFFICERS of the MERCANTILE MARINE whose CERTIFICATES were CANCELLED or SUSPENDED by the BOARD of TRADE during the Year ended 30th June 1899, in consequence of their having been CONVICTED of CRIMINAL OFFENCES; also the TOTAL NUMBER of CERTIFICATES Cancelled or Suspended for the same reason in each of the thirteen preceding Years.

Sentences.	Masters' Certificates.		Officers' Certificates.		TOTAL.	
	Cancelled.	Suspended.	Cancelled.	Suspended.	Cancelled.	Suspended.
Fines ...	—	1	—	1	—	2
Imprisonments ...	2	—	2	1	4	1
Penal Servitude ...	1	—	—	—	1	—
Totals for 1898-99 ...	3	1	2	2	5	3
„ „ 1897-98 ...	—	1	3	2	3	3
„ „ 1896-97 ...	1	3	1	—	2	3
„ „ 1895-96 ...	2	—	2	2	4	2
„ „ 1894-95 ...	1	1	1	1	2	2
„ „ 1893-94 ...	1	3	2	5	3	8
„ „ 1892-93 ...	2	—	1	1	3	1
„ „ 1891-92 ...	—	1	2	1	2	2
„ „ 1890-91 ...	1	2	—	—	1	2
„ „ 1889-90 ...	—	—	1	1	1	1
„ „ 1888-89 ...	3	—	3	1	6	1
„ „ 1887-88 ...	3	1	6	—	9	1
„ „ 1886-87 ...	1	7	2	—	3	7
„ „ 1885-86 ...	3	8	7	2	10	10

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## APPENDIX A.

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STATEMENT showing the Outlying SANDS and ROCKS on  
the Coasts of the United Kingdom upon which Vessels have  
Stranded.

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## APPENDIX A.

STATEMENT showing the outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

Name of Sand or Rock.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Abertay Sand, mouth of the River Tay ...	...	...	3	...	1	...	...	...	1	...
Ailsa Craig, Firth of Clyde... ..	...	...	...	...	...	...	...	...	...	1
Aldboro' Napes, Suffolk ... ..	...	...	2	...	...	...	...	1	...	...
Alderman Rocks, entrance to Crookhaven Harbour.	...	1	...	...	...	...	...	...	...	...
Aldridge Shoal, Glamorganshire ... ..	...	1	...	...	...	...	...	...	...	...
Arklow Bank, off Wicklow... ..	...	...	...	1	...	1	...	1	...	...
Armed Knight Rock, Cornwall ... ..	...	1	...	...	...	...	...	...	...	...
Arranman's Barrels, Argyllshire ... ..	...	...	...	...	1	...	1	...	...	1
Askew Spit, <i>see</i> Burbo Bank ... ..	...	...	...	...	...	...	...	...	...	...
Atherfield Ledge, Isle of Wight ... ..	1	1	2	...	...	...	...	...	...	1
Auskerrie Island, Orkneys ... ..	...	...	1	...	...	...	...	...	...	...
Awleen Rock, near Spiddal, Co. Galway ...	...	1	...	...	...	...	...	...	...	...
Ballylumford Bank, Larne Lough... ..	...	...	...	...	2	3	...	2	3	5
Balmerino Bank, River Tay ... ..	...	...	...	1	...	...	...	...	...	...
Barber Sand, Norfolk ... ..	...	2	1	1	...	1	...	1	...	...
Barkley Rocks, Co. Down ... ..	...	...	...	...	...	...	1	...	...	...
Barnard Sand, off Kessingland ... ..	4	2	2	4	...	1	1	2	4	3
Barnhourie Bank, Solway Firth ... ..	...	...	...	...	...	1	...	...	...	...
Barrels, Pembrokeshire, <i>see</i> Hats and Barrels	...	...	...	...	...	...	...	...	...	...
Barrow Sand, Essex ... ..	2	2	3	3	...	4	2	2	6	2
Battery Rocks, <i>see</i> Tynemouth Rocks ...	...	...	...	...	...	...	...	...	...	...
Beach Rocks, off Leith ... ..	...	...	...	1	...	...	...	...	...	...
Beacon Ledge, Scilly Isles ... ..	1	...	1	...	...	1	...	...	...	...
Beacon Rock, off Broadstairs ... ..	...	...	...	...	...	...	...	1	...	...
Beacon Rocks, off Sunderland ... ..	...	...	...	1	...	...	...	...	...	...
Beimar Rock, Firth of Forth ... ..	1	...	...	...	...	...	1	2	1	1
Bellhues Rocks, off the River Tyne ... ..	...	...	...	...	...	...	...	...	2	...
Bell Rock, off Fifeshire ... ..	...	...	...	...	...	...	...	...	...	1
Bembridge Ledge, Isle of Wight ... ..	...	1	1	3	...	4	...	1	...	1
Bere Island, near Castletown, Co. Cork ...	...	...	...	...	...	1	...	...	...	...
Binks Sand, entrance to Humber ... ..	2	3	2	3	2	1	2	2	1	1
Bird or Burial Island, off Cloghy, Co. Down	...	...	...	1	...	...	1	...	...	...
Bishops and Clerks' Rocks, Pembrokeshire	1	2	...	...	1	1	...	...	...	2
Bishop's Rocks, Scilly ... ..	...	1	...	...	...	1	...	...	...	...
Blackball Patch, off Youghal ... ..	...	2	...	...	...	...	...	...	...	...
Blackdyke Rocks, Northumberland ... ..	...	...	...	...	...	...	...	...	...	1
Black Buoy Sand, The Wash ... ..	...	...	...	...	...	...	...	1	...	...
Black Carr Rock, off St. Abb's Head ... ..	...	...	...	...	1	...	...	...	...	...
Black Hall Rocks, Northumberland ... ..	...	...	...	...	...	...	...	...	1	...
Black Middens, <i>see</i> Tynemouth Rocks ...	...	...	...	...	...	...	...	...	...	...
Black Rock, Ayrshire ... ..	3	...	...	...	...	1	1	...	...	...
Black Rock, Falmouth Harbour ... ..	...	...	...	...	1	...	1	...	...	...
Black Rock, near Galway ... ..	...	...	...	...	...	...	...	1	...	...
Black Rock, off Omagh, Co. Louth ... ..	...	...	...	...	...	...	...	...	...	1
Black Rock, off Portrush, Co. Antrim ...	...	...	...	...	...	...	...	1	...	...
Black Rock Reef, off Yarmouth, Isle of Wight	...	...	...	1	...	...	...	1	...	2
Black Rocks, off Leith ... ..	...	1	...	...	1	...	...	...	...	1
Black Rock, Co. Wexford ... ..	...	...	...	...	...	...	...	1	...	...
Blackstone Rocks, off Start Point ... ..	...	1	...	...	...	...	...	1	...	1
Blackstone Rock, near Dartmouth ... ..	3	...	...	...	1	...	...	...	...	...
Blacktail Spit, <i>see</i> Maplin Sand ... ..	...	...	...	...	...	...	...	...	...	...
Blackwater Bank, Wexford ... ..	...	1	...	1	...	1	1	1	1	...
Blakeney Sands, Norfolk ... ..	3	...	...	...	1	1	1	...	4	...
Boghaucil Rocks, Jura ... ..	...	...	...	...	...	...	...	...	...	1
Bognor Rocks, Sussex ... ..	...	...	...	...	...	...	1	...	...	...
Boiling Reef, <i>see</i> Sanda Island ... ..	...	...	...	...	...	...	...	...	...	...
Bondicar Rock, Hauxley, Northumberland	2	2	1	...	...	1	1	...	...	2
Borough Bank, Sussex ... ..	...	...	...	...	1	...	...	...	...	...
Boulder Bank, Sussex ... ..	...	...	1	...	...	...	...	...	...	1
Boulmer Rocks, Northumberland ... ..	3	...	...	1	...	...	1	1	1	5
Bowline Rock, R. Shannon ... ..	...	...	...	...	...	...	...	1	...	...
Bo Ruadh Rock, <i>see</i> Skerryvore ... ..	...	...	...	...	...	...	...	...	...	...
Brake Sand Kent ... ..	3	1	6	1	4	7	16	5	4	6
Bramble Sand, Hampshire ... ..	...	3	...	5	9	2	...	3	3	1
Braunton Sands, North Devon ... ..	1	1	...	1	...	...	...	...	1	...
Brazil Bank, Liverpool Bay ... ..	...	...	...	2	...	...	...	...	...	2
Breast Sand, The Wash ... ..	...	...	...	...	...	...	...	...	1	...
Brethren Rocks, North of Bressay, Shetland	...	...	...	1	...	...	...	...	...	...
Brig Head Rock, off Newbiggin ... ..	...	...	...	...	...	...	...	1	...	...
Brigs Reef, Firth of Forth ... ..	...	1	...	...	1	...	...	...	...	...
Briggs Reef, Groomsport, Co. Down ...	...	...	...	...	1	2	...	...	...	2
Brimstone Rock, near Linney Head, Pembrokeshire.	...	...	1	...	...	...	...	...	...	...
Broad Car Rock, off Cresswell ... ..	...	...	...	...	...	...	...	...	...	1
Brook Ledge, Isle of Wight ... ..	...	...	...	...	1	...	...	...	...	1
Brother Isle, Shetland Isles ... ..	...	...	...	...	1	...	...	...	...	...
Buccabu Ledge, Scilly Isles ... ..	1	...	...	...	...	...	...	...	...	...
Bull Sand, Humber ... ..	...	...	...	...	...	...	1	...	...	1

## STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1880-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Bungar Spit, Sligo Bay ... ..	...	...	...	...	...	...	...	1	...	...
Burbo Bank, Liverpool Bay ... ..	1	2	5	5	1	8	2	4	3	3
Buroom Sand, River Humber ... ..	...	1	1	1	1	...	2	...	...	1
Burial Island, <i>see</i> Bird Island ... ..	...	...	...	...	...	...	...	...	...	...
Burnham Flat, Norfolk ... ..	...	1	2	1	1	...	1	...	...	...
Burn Stool Rocks, St. Andrew's, Fifeshire	...	...	...	...	...	...	...	1	1	...
Burnt Islands, Argyllshire ... ..	...	...	...	...	...	1	...	...	...	...
Busa Rock, off Eyemouth ... ..	...	1	...	...	1	...	...	...	...	1
Butter Paddy Rock, Co. Down ... ..	1	1	...	...	...	...	...	...	...	...
Buxey Sand, Essex ... ..	...	...	1	1	1	1	1	4	2	3
Cairnbulg Briggs, near Fraserburgh ...	2	3	2	2	1	...	...	4	2	...
Caister Shoal, Norfolk ... ..	...	1	1	2	1	2	...	1	1	...
Calf Islands, off Cape Clear, Co. Cork ...	...	...	1	...	...	...	...	...	...	...
Calf Rocks, entrance to Queenstown Harbour.	...	...	1	...	...	...	...	...	...	...
Calf Rock, off Dursey Head, Co. Cork ...	...	...	...	...	...	...	...	...	...	1
Calshot Spit, Solent ... ..	...	1	...	1	2	1	...	...	1	...
Cannon Rock, County Down ... ..	...	...	1	...	...	1	1	...	...	...
Cant Sand, Thames Estuary ... ..	...	...	1	...	...	1	...	1	...	1
Cara Rock, Argyllshire ... ..	...	...	...	...	1	...	...	...	...	...
Carr Craig, Firth of Forth ... ..	...	1	...	...	...	...	...	...	...	1
Cardiff Sands, Glamorganshire ... ..	...	3	2	1	...	1	...	...	1	1
Cardy Rock, off Balbriggan ... ..	...	...	...	...	1	...	...	...	...	1
Carr Rock, Milford Haven ... ..	...	...	...	1	...	...	...	...	...	...
Carr Rocks, Fifeshire, <i>see</i> North Carrs ...	...	...	...	...	...	...	...	...	...	...
Carracks The, west of St. Ives ... ..	...	...	...	...	...	...	...	1	...	...
Carrick Rock, Co. Wexford ... ..	...	...	...	...	...	...	...	...	...	1
Carrs (South) off North Berwick, <i>see</i> South Carrs.	...	...	...	...	...	...	...	...	...	...
Carrickfergus Bank, Co. Antrim ... ..	...	...	...	...	1	...	...	...	1	1
Carrigavadra Rock, off Bear Island, Co. Cork.	...	...	...	...	1	...	...	...	...	...
Castey Rocks, near Cayton ... ..	...	...	...	...	...	...	...	...	1	...
Castle Rock, Aberystwith ... ..	...	...	...	1	...	...	...	...	...	...
Castle Rock, Dunbar ... ..	1	...	...	...	...	...	...	...	...	...
Chape Point Rocks, Fifeshire ... ..	1	...	...	...	...	...	...	...	...	...
Chapel Rock, entrance to R. Wye, Mon.	...	...	...	...	...	...	...	1	...	1
Chequer Shoal, entrance to Humber ...	...	...	...	...	...	2	...	...	...	...
Church Rocks, off Folkestone ... ..	...	...	...	...	1	...	...	...	...	...
Climning Reef, Shetland Isles ... ..	...	...	...	...	1	...	...	...	...	...
Clippers Rocks, Holyhead ... ..	...	...	...	1	...	...	...	...	1	...
Cock Rock, R. Shannon ... ..	...	...	...	...	...	...	...	...	...	1
Cockle Rock, Galway Bay ... ..	...	...	...	...	...	...	1	...	...	...
Cockle Sand, Norfolk ... ..	...	...	...	1	...	1	1	...	...	2
Cockspit Scar, Cumberland ... ..	...	...	...	1	...	...	...	...	...	...
Cod Rock, off Brixham ... ..	...	...	...	...	...	...	...	...	...	1
Colburn Rocks, off Ramsgate ... ..	...	...	...	...	...	...	...	1	...	...
Cole Rocks, off Bembridge, I. of Wight ...	...	...	...	...	1	...	...	...	...	...
Collie Rocks, off Banff ... ..	...	...	...	...	...	...	...	1	...	...
Colly Sgeir Rocks, off Berwick ... ..	...	...	...	...	...	...	...	...	...	1
Columbine Sand, Thames Estuary ... ..	...	...	...	...	...	...	...	1	...	...
Coombes Rock, near the entrance to Dartmouth Harbour.	...	...	...	1	...	...	...	...	...	...
Copeland Islands, Co. Down ... ..	...	...	1	2	2	...	1	2	...	1
Copper Rock, off Blind Harbour, Co. Cork	...	1	...	1	...	...	...	...	...	...
Copperas Rock, Devonshire ... ..	...	...	1	...	...	...	...	...	...	...
Copt Rocks, near Folkestone ... ..	...	...	...	...	...	...	...	...	...	1
Coquet Island, Northumberland ... ..	...	1	...	...	...	...	...	...	...	1
Cork Sand, Essex ... ..	1	2	2	1	2	2	...	...	1	2
Corrigamore Rock, Kinvarra Bay, Co. Galway.	...	...	...	1	...	...	...	...	...	...
Corton Sand, Suffolk ... ..	1	2	2	...	1	...	...	...	...	...
Covesea Skerries, west of Lissiemouth ...	...	...	...	1	...	...	...	...	...	...
Craig Leith Rock, off North Berwick ...	...	...	...	1	...	...	...	...	...	...
Craig Waugh, Firth of Forth ... ..	1	1	...	...	...	...	...	...	...	...
Craigmore Rocks, River Forth ... ..	...	...	...	...	...	...	...	1	...	...
Cramond Island, off Leith ... ..	...	...	...	...	...	...	...	...	...	3
Craster Carr, Northumberland ... ..	1	...	...	...	...	...	...	...	...	...
Crebinack Rock, near Bishop Light, Scilly	...	...	...	...	...	...	...	...	1	...
Creswell Skerries, Northumberland ...	...	1	...	...	...	1	...	1	1	...
Crim Rocks, Scilly ... ..	...	...	...	...	...	...	...	...	1	...
Crinan Rocks, Ardrossan ... ..	...	...	...	...	...	...	...	2	1	1
Cross Rock, Co. Dublin ... ..	...	...	...	...	...	...	...	1	1	...
Cross Sand, off Yarmouth ... ..	2	7	5	...	1	2	4	7	...	6
Crow Rock, Co. Cork ... ..	...	...	...	1	...	...	...	...	...	...
Crow Rock, Pembrokeshire ... ..	...	2	...	...	...	1	...	...	...	...
Crow Rock, Estuary of River Torridge ...	...	...	...	...	...	...	...	1	...	...
Culver Sands, Bristol Channel ... ..	...	...	...	...	...	...	2	...	...	...
Cutler Sand, Suffolk ... ..	1	3	1	...	...	...	...	1	...	...
Dasher's Rock, North Devon ... ..	...	...	...	...	...	...	1	...	...	...
Dhulic Rock, near Galley Head, Co. Cork	...	...	...	...	...	...	...	...	1	...
Docking Shoal, Norfolk ... ..	...	1	...	...	...	...	...	...	...	1
Dogger Bank, Wexford ... ..	2	1	2	...	...	...	...	1	...	1

## STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Dog Nose Bank, Queenstown Harbour ...	...	1	1	...	...	...	...	...	...	...
Dog Rocks, off Girvan ...	...	...	...	...	...	...	...	...	...	1
Dog's Head Sands, Skegness ...	1	1	...	...	...	...	1	...	...	...
Doolach Rocks, Galway Bay ...	...	1	...	...	...	...	...	...	...	...
Doombar, Padstow Harbour ...	1	...	...	...	1	3	1	1	1	...
Dowsing Sand, Inner, Lincolnshire ...	...	...	...	...	...	1	1	...	...	...
Dowsing Sand, Outer ...	...	1	...	...	...	1	...	...	...	...
Drake's Island, Plymouth ...	1	3	1	1	1	...	...	...	...	1
Draystone, near Plymouth ...	...	...	...	...	...	...	...	...	1	...
Druid's Mare Rocks, Devonshire ...	...	...	...	...	1	...	...	...	...	...
Drum Sand, Firth of Forth ...	...	1	...	...	...	...	...	...	...	1
Ducalia Rocks, Bantry Bay, Co. Cork ...	...	...	...	...	...	...	1	...	...	...
Duddon Bank, off Fleetwood ...	...	...	...	...	2	...	...	...	...	...
Dudgeon Sand, off Norfolk ...	...	...	...	1	1	1	...	2	...	...
Dumball Sand, King Road ...	...	4	5	1	2	...	2	6	...	2
Duncan's Rock, Harris, Minch ...	...	...	...	...	...	...	...	1	...	...
Du Skier Rock, off Skye ...	...	...	...	...	...	1	...	...	...	...
Dutchman's Bank, Anglesea ...	2	2	...	1	...	...	...	2	1	...
Dyke Spit, off Ramsgate ...	...	...	...	...	2	1	...	...	...	...
Eagle Rock, off Ardrossan ...	...	...	...	...	...	...	1	...	1	...
Eagle Sand, Essex ...	...	...	...	1	...	...	...	...	...	...
Earl Rock, Carlingford, Lough ...	...	...	...	...	...	...	...	...	...	1
Eddystone, off Plymouth ...	...	1	...	...	...	1	...	...	...	...
Egg Rock, near Combe Martin, Devonshire ...	...	...	...	...	...	...	...	1	...	...
English Grounds, Bristol Channel ...	2	2	...	2	...	1	1	1	...	...
English Stones, River Severn ...	...	...	...	1	...	...	...	...	...	...
Euchar Rocks, off Ayr ...	...	...	...	...	1	...	...	...	...	...
Eyebroughy Rocks, Firth of Forth ...	...	...	...	1	...	...	...	...	...	...
Fairy Rock, off Porthcawl ...	...	...	...	...	...	...	1	...	...	...
Farthing Rocks, Galway Bay ...	...	...	...	...	...	1	...	...	...	...
Fastnet Rock, Co. Cork ...	1	...	...	...	...	...	...	...	...	...
Fern Islands, Northumberland ...	4	...	...	2	1	...	2	...	...	...
Fidra Island, Firth of Forth ...	...	...	...	...	...	1	...	...	...	...
Flatholms, Bristol Channel ...	...	...	...	...	...	...	1	...	...	...
Forlorn Rock, Co. Wexford ...	...	...	...	...	...	...	...	...	1	...
Formby Spit, <i>see</i> Mad Wharf ...	...	...	...	...	...	...	...	...	...	...
Foulness Spit, Thames Estuary ...	...	...	2	1	...	1	...	...	...	1
Foulney Island, Morecambe Bay ...	...	...	1	...	...	2	...	...	...	...
Fowler Rock, River Tay ...	...	...	...	...	...	...	...	1	...	...
Fundale Rock, Co. Wexford ...	...	...	...	...	...	...	...	1	...	...
Gabbard Sand, off Harwich ...	...	...	1	...	1	1	...	1	...	...
Gable Bank, off Minehead ...	...	...	...	...	...	...	...	1	1	...
Gainers Rocks, Dungarvan Bay ...	...	...	...	...	...	1	...	...	...	...
Galloper Sand, Thames Estuary ...	1	1	1	...	...	1	1	...	...	...
Garden Rock, off Troon ...	...	...	...	...	...	...	...	1	...	...
Gare Sand, River Tees ...	...	...	...	...	...	...	...	...	...	1
Garvie Island, East of Cape Wrath ...	...	...	...	1	...	...	...	...	...	...
Gedges Rocks, Cornwall ...	1	...	...	...	...	...	...	...	...	...
Gimlet Rock, off Pwelheli ...	...	...	...	...	...	...	...	...	...	1
Girdler Sand, Thames Estuary ...	2	...	...	1	2	3	...	...	2	...
Girdlestone, near Aberdeen ...	...	1	...	...	...	...	...	1	...	...
Goldstone Rock, near Holy Island, Durham ...	2	...	...	...	...	...	1	...	...	...
Goodwick Sands, Pembrokeshire ...	...	...	...	...	...	...	...	1	6	1
Goodwin Sands, Kent ...	4	14	10	13	10	9	11	5	5	7
Gore Sand, Somersetshire ...	...	...	...	...	...	...	...	1	2	...
Grassholm Island, St. Bride's Bay ...	...	...	...	...	1	...	...	...	...	1
Great Connel Rock, Loch Etive, Argyllshire ...	...	...	1	...	...	...	...	...	...	...
Green Grounds, Swansea Bay ...	...	1	...	...	...	1	...	...	...	1
Grey Rock, Mull Sound ...	...	...	...	...	...	...	1	...	...	1
Gull Bank, off Ramsgate ...	...	...	...	...	1	...	...	...	...	...
Gunfleet Sand, Thames Estuary ...	5	7	3	...	5	5	3	4	5	4
Gunnat Rock, Firth of Forth ...	...	...	...	...	...	...	...	...	...	1
Gwineas Rock, Cornwall ...	...	...	...	...	...	...	1	1	...	1
Halliday Flats, near Harwich ...	2	...	...	...	...	...	...	...	2	1
Hamilton Bank, Spithead ...	...	...	1	...	...	...	...	...	...	...
Hammond's Knoll, Norfolk ...	1	...	2	...	1	2	2	...	2	...
Harbour Rock, Queenstown Harbour ...	...	...	1	...	...	...	...	...	...	...

## STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Harcus Rocks, off Bamburgh, Northumberland.	...	...	...	...	...	1	...	...	...	...
Harry Furlong's Rocks, Anglesea ...	...	...	2	...	...	1	...	...	...	...
Hasborough Sand, Norfolk ...	6	8	11	10	5	4	7	6	9	5
Hats and Barrels, Pembrokeshire ...	...	1	1	...	...	...	1	1	...	...
Haulbowline Rocks, Carlingford Lough ...	...	1	...	...	...	...	...	...	...	...
Hebbles Sand, River Humber ...	...	...	...	3	1	3	2	2	4	1
Helbre Rocks, Cheshire ...	...	...	...	...	...	...	...	...	...	1
Hellyhunter Rock, Carlingford Lough ...	...	...	...	...	...	1	...	...	1	...
Helwick Sands, Glamorganshire ...	...	...	...	...	...	1	...	2	...	...
Hen and Chickens Rocks, Firth of Forth	...	...	1	...	...	...	1	...	...	2
Hendon Rocks, near Sunderland ...	...	1	1	...	...	2	...	1	...	1
Hepburn Shoal, <i>see</i> Tynemouth Rocks ...	...	...	...	...	...	...	...	...	...	...
Herd Sand, Durham ...	...	...	...	...	...	...	1	...	...	...
Herring Rock, River Shannon ...	...	...	...	...	...	...	...	...	...	1
Heakier Isles, N. Uist ...	...	...	...	...	2	...	...	...	...	...
Hettle Car Rock, Berwickshire ...	...	...	...	...	...	1	...	...	...	...
Highland Rock, <i>see</i> Maidens ...	...	...	...	...	...	...	...	...	...	...
Hollywell Reef, East of Beachy Head ...	...	1	...	...	...	...	...	...	...	...
Holm Sand, Suffolk ...	3	5	5	6	1	...	2	...	1	3
Holme Sand, River Humber ...	...	2	3	...	2	4	...	...	...	1
Hook Sand, Bristol Channel ...	...	...	...	...	...	...	...	...	1	...
Hook Sand, Poole ...	...	...	3	...	...	1	2	2	2	2
Hook Sand, Margate ...	...	...	...	1	...	...	1	...	...	...
Horse Bank, Solent ...	2	...	...	...	...	1	...	1	...	...
Horse Bank, Southport, Lancashire ...	...	...	...	...	...	...	1	...	...	...
Horse Bridge Rocks, S. of Newbiggen ...	...	...	...	...	...	...	...	1	...	...
Horse Island, off Muck Island, Hebrides...	...	...	...	...	...	1	...	...	...	...
Horse Isle, near Ardrossan ...	...	...	2	...	...	1	...	...	...	...
Horse Rock, Ramsey Sound ...	...	...	...	...	1	...	...	...	...	1
Horse Shoe Bank, off Wicklow ...	1	...	...	...	...	...	...	...	...	...
Horse Shoe Shoal, near Broughty Ferry ...	...	...	...	...	1	...	...	...	...	...
Hough Skerries, off the Island of Tiree, Argyllshire.	...	...	1	...	...	...	...	...	...	1
How Ledge, Colwell Bay, Isle of Wight ...	...	...	...	2	1	...	1	...	...	...
Hoyle, East and West Sands, Liverpool Bay	4	5	7	10	18	15	28	11	11	19
Hull Sand, The Wash ...	...	...	...	...	...	...	...	1	1	2
Ilasunee Rocks, Donegal Bay ...	...	...	...	...	...	...	1	...	...	...
Inchcolm (including the Middens), Co. Fife	...	...	...	...	2	...	...	...	...	...
Inchkeith, Firth of Forth ...	4	1	1	2	...	5	2	1	3	1
Ingald Skerry, Orkneys ...	1	...	...	...	...	...	...	...	...	...
Inishinny Island, Co. Donegal ...	...	1	1	...	...	...	...	...	...	...
Ireland's Eye, Co. Dublin ...	...	1	1	...	...	...	...	...	...	...
Island Dunn, Firth of Lorn ...	...	...	...	1	...	...	...	...	...	...
Isle of May, Firth of Forth ...	1	1	1	...	...	1	...	...	...	...
Jack's Reef, near Stronsay Pier, Orkney...	...	...	...	...	...	...	...	...	1	...
Jemina Rock, Canna, Hebrides ...	...	...	...	...	...	1	...	...	...	...
Jenkin Sand, Kent ...	...	...	1	...	...	1	...	...	...	...
Jordon Flats, Lancashire ...	...	1	...	1	...	...	1	...	...	...
Kailyard Rock, near the entrance to Leith Harbour.	...	...	...	1	...	...	...	...	...	...
Kedge Island, Baltimore Bay, Co. Cork ...	...	...	1	...	...	...	...	...	...	...
Keel Rock, Dartmouth ...	...	...	...	...	...	...	...	...	2	...
Keith Inch Rock, off Peterhead ...	...	...	...	...	1	...	...	...	...	...
Kenfig Sands, Bristol Channel ...	...	...	...	...	...	1	...	1	...	...
Kentish Knock, Essex ...	1	2	...	3	3	3	3	2	1	...
Ketel Boton Rock, near Land's End ...	...	...	...	...	...	...	1	...	...	...
Kimmeridge Ledges, Dorset ...	1	1	3	1	...	...	1	...	1	1
Kish Bank, Dublin ...	...	1	...	1	1	...	...	...	...	2
Kitburn Rock, Co. Dublin ...	...	...	...	...	1	...	...	...	...	...
Knock Sand, near Boston Bar, Lincolnshire	...	...	...	...	...	...	...	...	...	1
Knock Sand, Thames Estuary ...	...	1	1	...	...	1	1	2	2	...
Knott Bank, off Fleetwood ...	...	...	...	...	...	...	2	2	...	...
Lady Isle, off Troon ...	...	...	...	1	...	...	...	...	...	...
Lady Rock, off Mull ...	1	...	...	...	...	...	...	...	...	...
Lavan Sands, Carnarvonshire ...	...	...	...	...	...	1	...	1	1	7
Lee Rock, off Cursey Head, Co. Cork ...	...	...	...	...	1	...	...	...	...	...
Lee Ore Rocks, Cornwall ...	...	1	...	...	...	...	...	...	...	...
Leigh Middle Sand, Essex ...	...	...	...	1	...	...	...	...	...	1
Leman and Ower Sand, off Norfolk ...	1	...	2	3	5	4	2	4	5	...
Lethagus Rocks, Scilly Isles ...	1	...	...	...	...	...	...	...	...	...
Limekiln Rock, Fifeshire ...	...	...	...	...	1	...	...	...	...	...

## STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
Little Car Rock, off Craster ...	...	...	...	...	...	...	...	...	...	1
Little Herwit Rock, South East of Inchkeith ...	...	...	1	...	...	1	...	...	...	...
Little Rose Island, Kirkcudbrightshire ...	...	...	1	...	...	...	...	...	...	...
Long Bank, off Rosslare ...	...	...	...	...	...	...	...	...	...	1
Long Craig Rock, near Kirkcaldy ...	...	...	...	1	...	...	...	...	...	...
Long Nab Rock, Yorkshire ...	...	...	...	...	...	...	...	...	...	1
Long Robin Rock, off Kirkcudbright ...	...	...	...	...	1	...	...	...	...	...
Long Rock, near Ballywalter, Co. Down ...	...	...	...	...	...	...	...	...	1	...
Long Sand, Essex ...	3	4	5	2	6	1	1	3	4	4
Long Sand, Lynn Well ...	...	...	1	1	4	...	...	1	1	1
Long Scar, Durham ...	1	...	...	...	1	...	...	...	...	...
Longnose Ledge, near Margate ...	1	3	...	1	1	1	5	2	3	...
Longships Rocks, Cornwall ...	...	...	2	...	...	...	1	...	...	1
Longstone Rocks, see Fern Islands ...	...	...	...	...	...	...	...	...	...	...
Low Lee Rocks, Mount's Bay ...	...	...	...	...	...	...	...	...	1	...
Lowey Rocks, off Baltimore, Co. Cork ...	...	...	...	...	1	...	...	...	...	...
Lugo Rock, off St. Mawes, Cornwall ...	...	...	...	...	1	1	...	...	...	...
Lye Rock, Cornwall ...	...	...	...	...	1	...	...	...	...	...
McKenny Bank, Lough Foyle ...	...	...	1	...	2	...	...	1	...	...
Mackenzie's Rocks, see Skerryvore ...	...	...	...	...	...	...	...	...	...	...
Mad Wharf and Formby Spit, Liverpool Bay ...	...	1	1	...	...	...	...	...	1	...
Maonheere Rock, off the Lizard ...	...	...	...	1	...	...	1	1	1	...
Maen Pascar Rocks, off Holyhead ...	...	...	...	...	...	...	1	...	...	...
Mag Rocks, Devonshire ...	...	...	...	...	...	...	...	...	1	1
Maiden Island, near Oban ...	...	...	...	...	...	...	...	...	...	1
Maiden Rocks, off Co. Antrim ...	...	...	1	...	...	...	1	1	3	...
Maiden Bower Rocks, Scilly ...	...	...	...	...	...	...	...	...	...	1
Manacles Rocks, Cornwall ...	1	1	1	1	1	3	...	...	...	3
Maplin Sand, including the Blacktail Spit, Essex ...	8	6	8	5	8	3	7	7	5	6
Mar Craig Rock, Peterhead ...	1	...	...	...	...	...	...	...	...	...
Mare Tail Sand, the Wash ...	...	...	...	...	...	1	...	...	...	...
Margate Sands, Kent ...	...	...	3	...	1	...	2	1	...	2
Mere Rocks, off Exmouth ...	...	...	...	...	...	...	...	...	1	1
Mewstone Rock, Plymouth Sound ...	...	...	...	...	...	...	...	...	1	...
Middle Bank, off Dundee ...	...	...	...	...	...	...	...	...	...	1
Middle Bank, Lough Foyle ...	3	2	3	...	1	...	1	...	...	...
Middle Bank, Lough Larne ...	5	3	...	2	4	...	...	...	...	2
Middle Mouse, off Cemaes, Anglesea ...	...	...	1	...	...	...	1	...	1	...
Middle Ridge, entrance to R. Torridge ...	...	...	...	...	...	...	1	3	...	...
Middle Sand, Essex, see Swin Middle Sand ...	...	...	...	...	...	...	...	...	...	...
Middle Sand, River Humber ...	...	1	1	3	6	7	2	1	3	3
Mixen Shoal, near the Owers, Sussex ...	1	...	...	...	...	...	1	...	...	...
Mixen Sand, near the Mumbles ...	...	1	...	...	...	1	1	...	...	...
Monkstone, Bristol Channel ...	...	...	1	...	...	...	1	...	1	3
Morgan Pladdy, Carlingford Lough ...	1	...	...	...	...	...	...	...	...	...
Morris Rock, Torbay ...	...	...	...	1	...	...	...	...	...	...
Mort Bank, Morecambe Bay ...	...	...	...	...	1	...	...	...	...	...
Morte Stone, off Morte Point, Devonshire ...	...	...	...	1	...	...	1	...	...	...
Mother Bank, Solent ...	...	...	...	1	...	...	...	...	...	...
Mouse Sand, Mouth of Thames ...	...	1	...	3	3	...	...	...	...	1
Mouse Trap Rock, Lundy Island ...	...	...	...	...	...	...	...	1	...	...
Muglins Rocks, off Dalkey Island ...	...	...	...	...	...	...	...	...	1	1
Mulvin Rocks, off the Lizard ...	...	...	...	...	...	...	1	...	...	...
Mussel Scarp, see Tynemouth Rocks ...	...	...	...	...	...	...	...	...	...	...
Mutton Island, Galway Bay ...	1	1	3	1	...	...	...	...	...	...
Nash Sand, Glamorganshire ...	2	1	1	3	1	1	1	5	...	2
Newcombe Sand, near Dungeness ...	...	...	...	...	1	...	...	...	...	1
Newcome Sand, Suffolk ...	...	2	4	3	4	8	10	6	11	6
Newman Rocks, off St. Mary's, Scilly ...	...	...	...	...	...	...	...	...	1	...
Nicholas Rocks, off Ayr ...	...	...	...	...	...	...	...	1	...	...
Nigg Sands, Cromarty ...	...	...	...	1	...	2	...	...	...	1
Nimble Rock, Devonshire ...	...	...	...	...	...	...	...	...	1	1
No Man's Land, Solent ...	1	...	4	2	4	...	...	3	4	...
Nore Sand, River Thames ...	2	2	...	...	3	1	6	...	...	2
North Bank, off Silloth ...	...	...	...	1	...	...	...	...	1	1
North Briggs, near Whitehead, Co. Antrim ...	...	1	...	...	...	...	...	...	...	...
North Carr Rock, Fifeshire ...	...	...	1	1	1	...	...	...	2	1
North Rock, County Down ...	1	1	...	...	...	...	...	2	1	...
North Sand, Great Yarmouth ...	2	2	...	...	1	1	1	1	...	...
Oaze Sand, Thames Estuary ...	1	...	1	...	1	...	...	...	1	1
Oitir Rock, Branahue Bay, Lewis Island ...	...	...	...	...	...	...	1	...	...	...
Old Harry Ledge, off Poole ...	...	...	...	...	...	...	...	...	...	1
Otter Bank, Loch Fyne ...	...	...	1	...	...	...	...	...	...	...
Otter Rock, off Islay ...	...	...	...	...	...	...	1	...	...	...



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Sarn Badrig or St. Patrick's Causeway, Cardigan Bay.	...	...	...	3	1	...	1	...	1	...
Saunton Sands, North Devon	...	...	...	1	...	...	...	...	...	...
Scart Rocks, off Malin Head	...	...	...	1	...	...	1	1	...	...
Scarweather Sands, Bristol Channel	...	...	1	1	...	...	1	1	...	...
Scotchman Rock, Cloghy Bay	...	...	...	...	...	1	...	...	...	1
Scotston Brigs, Aberdeenshire	...	...	...	2	...	...	...	...	...	...
Scoughall Rocks, Haddingtonshire	...	...	...	...	...	...	1	2	...	...
Scroby Sand, off Great Yarmouth	3	5	4	4	11	7	6	3	3	1
Seal Carr Ledge, N. of Berwick	...	...	...	...	...	...	...	1	...	...
Seal Skerries, off Dennis Head, N. Ronaldshay, Orkneys.	...	...	...	...	...	...	...	...	1	1
Seaton Sea Rocks, near Blyth	...	...	1	...	...	...	...	...	1	4
Selker Rocks, Cumberland	...	...	...	...	...	...	...	1	...	...
Seven Stones, Land's End	...	2	1	1	...	...	...	...	1	...
Shag Rocks, Scilly Isles	...	...	1	...	...	...	...	...	...	...
Shambles Shoal, off Portland	1	...	...	...	...	...	...	...	1	...
Sheep Island, Rathlin Sound	...	...	1	...	...	...	...	...	...	1
Sheerness Middle Sand	...	1	1	...	...	...	...	...	...	...
Shepherdine Sands, R. Severn	...	...	...	...	1	1	...	...	...	1
Sherringham Shoal, Norfolk	...	...	...	...	...	...	...	...	...	1
Shingles, Thames Estuary	...	2	2	2	...	3	1	1	2	2
Shingles Reef, Hants	...	3	2	1	3	3	4	1	1	3
Ship Ledge, Isle of Wight	2	...	...	...	...	...	...	...	...	...
Shipwash Sand, Suffolk	5	5	1	3	...	3	5	3	...	4
Shoeburyness Sands	1	1	1	1	3	4	1	4	...	3
Shuna Island, Loch Linnhe	...	...	...	...	1	...	...	...	...	...
Silloth Bank, Cumberland	2	...	...	...	1	...	...	...	2	4
Sizewell Bank, Suffolk	...	...	...	1	3	1	2	2	2	...
Skeir Golach, Loch Carron, Ross-shire	1	...	...	...	...	...	...	...	...	...
Skelligs Rocks, off Co. Kerry	...	...	...	2	...	...	...	...	...	...
Skerries, Anglesea	...	...	...	1	1	...	...	...	...	...
Skerries, Dublin	...	...	...	1	2	1	...	...	...	...
Skerries, near Portrush	1	...	...	...	...	...	...	...	...	...
Skerries of Skea, off Westray, Orkneys	...	1	...	...	...	...	...	...	...	...
Skerry Rock, near Peterhead	...	1	...	...	...	...	...	...	...	...
Skerryvore Rocks, Argyllshire	...	...	...	...	...	...	...	...	...	2
Skitter Sand, Humber	...	...	...	...	...	2	...	...	1	...
Skokham Island, near Milford Haven	...	...	...	1	...	2	2	...	1	1
Skomar Island, near Milford Haven	...	...	...	...	...	...	...	2	...	...
Slimmer Rocks, near Plymouth	...	1	...	...	...	...	...	...	...	...
Smalls Rocks, Pembrokeshire	...	1	1	3	...	...	...	1	...	1
Smith's Bank, off Walmer	...	...	...	...	...	...	1	...	1	...
Smith's Knoll, near Hasborough Sand	...	...	...	...	...	...	...	...	...	...
Smithic Sand, Bridlington	2	...	...	2	...	1	2	3	...	...
Society Bank, Firth of Forth	...	...	...	1	1	...	...	...	1	...
South Carr Rocks, Firth of Forth	2	...	...	...	...	...	...	...	...	...
South Rock, Co. Down	...	...	...	...	...	1	...	...	2	...
Sow and Pigs Rocks, Blyth	2	2	3	1	1	1	...	...	2	...
Spaniard Sand, Kent	...	...	...	...	1	...	1	...	...	...
Spencer Spit, Liverpool Bay	...	...	...	...	1	...	...	...	...	...
Spit Bank, Queenstown Harbour	...	...	1	...	...	1	1	1	1	...
Spit Sand, Bristol Channel	...	...	1	...	...	...	...	...	...	...
Splough Rock, Co. Wexford	...	1	...	...	...	1	...	...	...	...
Sprat Ridge, entrance to R. Torridge	...	...	...	...	...	...	2	5	...	1
Stag Rock, near Cape Wrath	...	...	...	...	...	...	...	...	1	...
Stag Rocks, Co. Cork	...	...	...	...	2	...	...	...	...	...
Stag Rock, Cornwall	...	...	...	2	...	...	1	...	...	...
Staples Rock, off Crail, Fifeshire	...	...	...	...	...	...	...	1	...	...
Stiffkey Sands, Norfolk	...	1	...	...	...	...	1	...	...	...
Stroma Skerries, Caithness	...	...	...	...	...	...	...	2	1	1
Sully Island, Glamorganshire	...	1	...	...	...	1	1	1	...	...
Sully Ledge, Bristol Channel	...	1	...	2	1	...	...	...	...	...
Sunk Sand, Essex	...	2	1	...	...	...	...	...	...	3
Sunk Sand, River Humber	...	1	1	...	1	...	...	...	1	...
Swadman Rock, off Bamborough	...	1	...	1	...	...	2	...	...	...
Swellies Rocks, Menai Straits	1	...	...	1	1	3	...	...	2	2
Swin Middle Sand, Thames Estuary	1	4	2	2	2	4	3	3	5	4
Swin Spitway, Essex, see Buxey Sand	...	...	...	...	...	...	...	...	...	...
Tailor's Rock, off Mull	...	...	...	...	1	...	...	...	...	...
Taylor Bank, Liverpool Bay	...	1	3	...	3	3	2	1	...	...
Tavay Island, Loch Erisort, Hebrides	...	...	1	...	...	...	...	...	...	...
Thief Sand, Lynn Channel	...	1	...	...	...	...	...	...	...	...
Thiel Rock, off Elie, Fifeshire	...	...	...	...	...	...	1	...	...	...
Thorn Island, entrance to Milford Haven	...	...	...	1	1	...	...	...	...	...
Thorpe Rocks, Suffolk	...	...	...	1	...	...	...	...	...	...

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Three Fathoms Bank, off Maryport ...	...	...	...	...	...	...	...	1	...	...
Three Kings Rocks, Cromarty Firth ...	...	...	...	...	...	...	...	1	...	...
Three Stone Ore, Cornwall ...	...	...	...	...	1	...	...	1	1	2
Tinga Skerry, Yell Sound, Shetland Isles ...	...	...	...	...	...	...	1	...	...	...
Tinker Rocks, Totland Bay, Isle of Wight ...	...	...	...	1	...	...	...	...	...	...
Toe Rocks, Milford Haven ...	...	...	...	1	...	1	1	...	...	1
Toft Sand, Lynn Deepes ...	...	...	...	...	...	...	...	1	...	...
Tongue Sand, Kent ...	3	1	...	2	1	1	3	3	2	...
Tor Rocks, near Ilfracombe ...	...	...	...	...	...	...	...	1	...	...
Tor Rocks, near Inishtrahull Island ...	...	1	...	...	...	...	...	...	...	...
Trinity Sand, River Humber ...	3	1	1	1	3	...	...	2	1	1
Tuskar Rock, Wexford ...	...	...	...	...	...	1	...	2	1	...
Tuskar Rock, Glamorganshire ...	2	...	1	1	1	...	...	...	...	...
Tynemouth Rocks, Northumberland, including the Black Middens, Battery Rocks, Hepburn Shoal, Prior's Rocks, and Mussel Scarp.	5	1	3	2	3	2	4	2	1	...
Typet Ledge, Isle of Wight ...	...	...	...	...	...	...	...	1	...	...
Usehaf Rock, Penglegyr Point, Pembroke-shire,	...	...	...	1	...	...	...	...	...	...
Uppang Rocks, off Whitby ...	1	...	...	...	...	...	...	...	...	...
Usk Patch, Bristol Channel ...	1	...	...	...	...	1	...	...	...	1
Varne Sand, Kent ...	1	1	...	...	1	...	1	1	1	...
Vee Skerries, off Papa Stour, Shetland ...	...	...	1	...	...	...	...	...	...	...
Vere Reef, Unst, Shetland ...	1	...	...	...	...	...	...	...	...	...
Vickillane Isld., Blaskets ...	...	...	...	...	...	...	...	...	1	...
Vidal Rock, Carlingford Lough ...	...	...	...	...	1	...	...	...	...	...
Vilt Bank, off Falmouth ...	...	...	...	...	...	...	...	4	...	...
Wallace Rock, off Dunbar ...	...	...	...	...	...	...	...	1	...	...
Walney Island, Lancashire ...	...	...	2	1	...	1	...	...	...	...
Walpole Rocks, near Margate ...	1	2	...	...	...	...	...	...	...	...
Warden Ledge, Isle of Wight ...	...	...	...	1	2	...	2	1	1	2
Water Rocks, Co. Down ...	...	...	...	...	...	...	...	1	...	...
Well Bank, Norfolk ...	...	...	...	...	...	...	...	...	1	...
Welloe Rock, Mount's Bay ...	1	...	1	...	...	...	...	...	...	...
Wells Sands, Norfolk ...	...	1	...	3	1	1	...	...	...	...
Welsh Sands, Bristol Channel ...	1	...	...	1	...	...	3	...	...	...
West Mouse Rocks, off Anglesea ...	...	...	...	...	...	...	...	...	...	1
West Rocks, off Harwich ...	...	...	...	2	1	1	...	...	...	...
West Vows Rocks, Firth of Forth ...	...	...	...	...	...	1	1	...	...	...
Whale Back Rock, near Lossiemouth ...	...	...	1	...	...	...	...	...	...	...
Wheat Rocks, near Ballycotton ...	...	...	...	...	...	...	...	...	...	1
Wheat Rock, Sligo Bay ...	...	...	...	...	...	...	...	...	1	...
Whitburn Steel, Durham ...	3	3	1	4	1	2	...	...	2	2
Whitby Sands and Rocks, Yorkshire ...	...	4	1	1	...	1	1	1	5	1
Whiteness Rocks, near Kingsgate ...	...	...	...	...	...	...	...	...	...	1
Whitestones, off Sunderland ...	...	...	...	...	1	...	...	...	...	2
Whiting Sand, Suffolk ...	...	...	1	1	...	...	1	...	...	...
Whitaker Spit, Essex ...	...	...	2	...	1	...	...	...	1	1
Whiting Ness Rock, near Arbroath ...	...	...	...	...	...	...	1	...	...	...
Whitley Sand, Northumberland ...	...	...	...	...	...	...	...	1	...	...
Wildfire Rocks, Haddingtonshire ...	...	...	...	...	1	...	...	...	...	...
Winterton Ridge, Norfolk ...	...	1	...	...	1	...	1	1	1	...
Wolves Rocks, Bristol Channel ...	...	...	1	...	1	...	...	...	1	2
Woollens Rocks, off Penzance ...	...	...	...	...	...	1	...	...	1	...
Woolpack Ridge, the Wash ...	...	1	1	1	...	...	...	2	1	...
Workington Bank, Solway Firth ...	...	...	...	...	1	...	...	...	3	...
Wras Rocks, Crow Bar, St. Mary's, Scilly...	...	...	...	...	...	...	...	...	...	1
Wyneck Rock, Cornwall ...	1	...	...	...	...	...	...	...	...	...
Yantlet Flats, River Thames ...	1	...	...	...	1	...	...	4	...	...
Yaw Rock, near the Dodman, Cornwall ...	...	1	...	2	...	...	...	...	1	...
Ynys Groes Rocks, Carnarvon Bay ...	...	...	1	...	...	...	...	...	...	...
Zebra Flats, Liverpool Bay ...	...	...	...	2	1	...	...	1	...	...
Totals ...	210	263	264	266	292	268	281	286	274	304



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## APPENDIX B.

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TABLE 1.—STATEMENT OF CASUALTIES, &C. IN RIVERS AND HARBOURS OF THE UNITED KINGDOM.

TABLE 2.—STATEMENT OF CASUALTIES, &C. IN RIVERS AND HARBOURS ABROAD.

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## APPENDIX B.

TABLE 1.—STATEMENT showing the RIVERS AND HARBOURS OF THE UNITED KINGDOM in which Shipping Casualties occurred during the Year ended 30th June 1899, and showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

(River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the River.)

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Aberdeen ... ..	...	9	9	...	1	8	...	6	9	...	2	17	...
Amble ... ..	...	2	2	...	...	2	...	...	2	1	2	5	...
Annalong ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Anstruther ... ..	...	3	3	...	2	1	...	2	2	...	...	4	...
Ardrossan ... ..	...	15	15	...	8	4	3	1	15	1	3	20	1
Arklow ... ..	...	4	4	...	1	...	3	3	1	...	...	4	...
Avon (Bristol) ... ..	...	71	71	...	28	41	2	39	76	...	4	119	...
Ayr ... ..	1	9	10	...	5	3	2	6	3	4	...	13	...
Bangor ... ..	...	2	2	...	...	...	2	2	...	...	...	2	...
Bann ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Barrow-in-Furness ... ..	...	6	6	...	5	1	...	...	7	...	...	7	...
Barry Dock ... ..	...	38	38	...	23	9	6	3	34	3	8	48	...
Belfast ... ..	1	6	7	...	2	4	1	4	9	1	...	14	...
Berwick-on-Tweed ... ..	...	8	8	...	4	2	2	4	6	1	...	11	...
Blyth ... ..	1	4	5	1	1	3	...	1	4	1	2	8	...
Borrowstoness ... ..	...	3	3	...	1	1	1	2	...	1	1	4	...
Boyne ... ..	...	5	5	...	4	...	1	2	3	...	...	5	...
Briton Ferry, <i>see</i> Neath.	...	...	...	...	...	...	...	...	...	...	...	...	...
Brixham ... ..	...	11	11	...	...	9	2	21	...	...	...	21	...
Brue, Somersetshire ... ..	...	1	1	...	1	...	...	...	...	1	...	1	...
Burnmouth ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Burntisland ... ..	...	4	4	...	2	1	1	...	1	1	3	5	...
Burry Port ... ..	...	1	1	...	1	...	...	...	...	1	...	1	...
Campbeltown ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Cardiff ... ..	...	52	52	...	16	28	13	7	50	11	7	75	...
Carnarvon ... ..	...	4	4	...	2	1	1	3	2	...	...	5	...
Carron ... ..	...	15	15	...	4	11	...	1	15	2	9	27	...
Charlestown ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Chichester ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Cleddau ... ..	...	3	3	...	3	...	...	1	2	...	...	3	...
Clyde ... ..	...	61	61	...	20	23	18	5	71	6	4	86	4
Cockenzie ... ..	...	1	1	...	...	1	...	2	...	...	...	2	...
Colne ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Conway ... ..	...	3	3	...	3	...	...	2	1	...	...	3	...
Cork, <i>see</i> Lee.	...	...	...	...	...	...	...	...	...	...	...	...	...
Cowes ... ..	...	3	3	...	...	3	...	3	3	...	...	6	...
Crookhaven ... ..	...	1	1	...	...	1	...	1	...	1	...	2	...
Crouch ... ..	...	2	2	...	...	2	...	4	...	...	...	4	...
Dart ... ..	...	3	3	...	...	2	1	2	2	1	...	5	...
Dee ... ..	...	3	3	...	...	1	2	4	...	...	...	4	...
Donegal ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Dover ... ..	...	11	11	...	7	3	1	3	8	2	1	14	...
Dunbar ... ..	...	4	4	...	1	2	1	6	...	...	1	7	...
Dundalk ... ..	1	1	2	...	1	...	1	...	1	1	...	2	...
Dundee ... ..	...	6	6	...	5	...	1	1	5	...	...	6	...
Dysart ... ..	...	1	1	...	1	...	...	...	...	1	...	1	...
Emsworth, Hants. ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Exe ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Falmouth ... ..	...	13	13	...	5	6	2	10	9	...	...	19	1
Faversham ... ..	...	1	1	...	...	1	...	1	...	1	...	2	...
Findochty ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Fisherrow ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Fleetwood ... ..	...	15	15	...	9	5	1	7	13	1	...	21	...
Folkestone ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Forth, above Kincardine ... ..	...	5	5	...	3	1	1	...	2	4	...	6	...
Forth and Clyde Canal ... ..	...	3	3	...	1	1	1	...	4	...	...	4	...
Fowey ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Foyle ... ..	...	5	5	...	5	...	...	...	5	...	...	5	...
Fraserburgh ... ..	...	3	3	...	...	2	1	4	...	...	1	5	...

## STATEMENT of CASUALTIES, &amp;c. in Rivers and Harbours of the United Kingdom—cont.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Galway ... ..	...	3	3	...	1	...	2	3	...	...	...	3	...
Gloucester and Berkeley Canal...	...	2	2	...	2	...	...	1	1	...	...	2	...
Gloucester & Birmingham Canal	...	1	1	...	1	...	...	...	1	...	...	1	...
Gourdon ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Granton ... ..	5	24	29	...	14	12	3	11	25	6	2	44	...
Grimsby ... ..	...	14	14	...	5	5	4	5	9	2	3	19	...
Hamble ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Harrington ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Hartlepool ... ..	...	34	34	...	19	9	6	7	20	8	9	44	...
Harwich, <i>see</i> Stour (Essex).	...	...	...	...	...	...	...	...	...	...	...	...	...
Hayle ... ..	...	5	5	...	2	1	2	2	4	...	...	6	...
Holyhead ... ..	...	4	4	...	2	1	1	1	4	...	...	5	...
Humber, above Hull ... ..	2	39	41	...	14	17	10	26	23	4	6	59	...
Ilfracombe ... ..	...	5	5	...	3	1	1	4	1	1	...	6	...
Invergordon ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Itohen ... ..	...	13	13	...	6	2	5	3	10	...	2	15	1
Johnahaven ... ..	...	1	1	...	...	1	...	2	...	...	...	2	...
Katerline, Kincardineshire	...	1	1	...	...	...	1	1	...	...	...	1	...
Kinsale ... ..	1	5	6	...	4	2	...	8	...	...	...	8	...
Langstone ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Lee, Co. Cork ... ..	...	3	3	...	...	3	...	...	6	...	...	6	3
Leith ... ..	...	8	8	...	4	2	2	...	10	...	...	10	...
Lerwick ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Liffey ... ..	...	14	14	...	5	7	2	4	17	...	...	21	...
Llanelli ... ..	...	8	8	...	3	2	3	4	5	1	...	10	1
Lowestoft ... ..	...	34	34	...	5	24	5	57	1	1	2	61	...
Lune ... ..	...	6	6	...	5	...	1	2	3	1	...	6	...
Lydney Canal ... ..	...	2	2	...	1	1	...	1	2	...	...	3	...
Lynmouth ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Lynn, <i>see</i> Ouse (Norfolk).	...	...	...	...	...	...	...	...	...	...	...	...	...
Manchester Ship Canal ... ..	1	64	65	...	32	23	10	11	64	5	10	90	...
Margate ... ..	...	2	2	...	2	...	...	2	...	...	...	2	...
Maryport ... ..	...	2	2	...	2	...	...	...	1	...	1	2	...
Medway ... ..	...	37	37	...	2	30	5	59	8	2	...	69	1
Mersey ... ..	5	276	281	1	72	135	73	161	229	21	13	424	13
Methil ... ..	...	11	11	...	9	1	1	...	5	3	4	12	...
Milford ... ..	...	12	12	...	2	9	1	8	14	...	...	22	...
Milton, Kent ... ..	...	1	1	...	...	1	...	2	...	...	...	2	...
Montrose ... ..	...	4	4	...	2	1	1	1	2	1	1	5	...
Morrison's Haven... ..	1	3	4	...	1	1	2	2	...	3	...	5	...
Neath ... ..	...	4	4	...	1	2	1	1	5	...	...	6	...
Nene ... ..	...	2	2	...	1	...	1	...	...	...	2	2	...
Ness, Lewis ... ..	...	1	1	...	...	1	...	2	...	...	...	2	...
Newcastle, Co. Down ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Newhaven ... ..	...	4	4	...	...	2	2	4	1	...	1	6	...
Newlyn ... ..	...	3	3	...	...	2	1	3	1	...	1	5	...
Newport, Mon., <i>see</i> Usk.	...	...	...	...	...	...	...	...	...	...	...	...	...
Newry Canal ... ..	...	4	4	...	1	2	1	...	5	1	...	6	...
Ore, Suffolk ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Orwell ... ..	1	7	8	...	5	2	1	4	7	...	...	11	...
Ouse (Norfolk) ... ..	...	4	4	...	2	...	2	3	1	...	...	4	...
Ouse (Yorkshire) ... ..	3	40	43	...	20	19	4	13	46	1	3	63	1
Paignton ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Par ... ..	...	1	1	...	...	...	1	...	...	1	...	1	...
Parrot ... ..	...	21	21	...	15	6	...	21	5	1	...	27	...
Pembroke ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Penarth, <i>see</i> Cardiff.	...	...	...	...	...	...	...	...	...	...	...	...	...
Pentewan ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Penzance ... ..	...	3	3	...	...	1	2	4	...	...	...	4	...
Peterhead ... ..	...	3	3	...	2	...	1	2	...	...	1	3	...
Plymouth ... ..	...	32	32	...	8	16	8	27	20	4	...	51	...
Poole ... ..	...	9	9	...	4	4	1	7	5	1	...	13	...

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—cont.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Stranding.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Porthcawl ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Portmadoc ... ..	...	7	7	...	2	...	5	7	...	...	...	7	...
Port Patrick ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Portrush ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Port Seton ... ..	...	2	2	...	...	...	2	2	...	...	...	2	...
Portsmouth ... ..	...	6	6	...	1	2	3	3	5	...	...	8	...
Portsoy ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Port Talbot ... ..	...	2	2	...	1	...	1	...	2	...	...	2	...
Pwllheli ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Ramsey ... ..	...	2	2	...	...	2	...	4	...	...	...	4	...
Ramsgate ... ..	...	18	18	...	3	15	...	28	5	...	...	33	...
Ribble ... ..	...	15	15	...	10	5	...	4	13	1	3	21	...
Rothesay ... ..	...	9	9	...	2	1	6	5	5	...	...	10	...
Rye ... ..	...	4	4	...	1	3	...	8	...	...	...	8	...
St. Andrew's ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
St. Monance ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Salcombe ... ..	...	4	4	...	...	4	...	7	1	...	...	8	...
Scarborough ... ..	...	6	6	...	1	3	2	5	4	...	...	9	...
Seaham ... ..	...	11	11	...	10	1	...	5	7	...	...	12	...
Severn ... ..	...	1	1	...	1	...	...	1	...	...	...	1	1
Shannon ... ..	...	7	7	...	4	2	1	4	6	...	...	10	...
Sharpness ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Shoreham ... ..	...	1	7	8	3	4	1	4	4	3	1	12	...
Slaney ... ..	...	6	6	...	2	2	2	4	4	...	...	8	2
Sligo ... ..	...	2	2	...	1	...	1	...	2	...	...	2	...
Southampton, <i>see</i> Itchen.	...	...	...	...	...	...	...	...	...	...	...	...	...
Stornoway ... ..	...	5	5	...	...	5	...	7	3	...	...	10	...
Stour (Essex) ... ..	...	1	6	7	1	1	2	3	8	...	1	9	1
Stour (Kent) ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Stranraer ... ..	...	1	1	...	...	1	...	1	1	...	...	2	...
Suir ... ..	...	7	7	...	2	3	2	6	4	...	...	10	...
Swansea ... ..	...	1	32	33	...	11	17	5	8	36	4	52	...
Tamar ... ..	...	2	13	15	...	4	5	6	7	13	...	20	2
Taw ... ..	...	1	14	15	...	9	5	1	16	3	1	20	...
Tees ... ..	...	36	36	...	12	20	4	11	31	5	13	60	...
Thames (above Gravesend) ...	12	638	650	1	62	535	52	662	549	32	80	1,323	14
Torquay ... ..	...	1	3	4	...	2	2	...	5	...	1	6	...
Torrifge ... ..	...	8	8	...	3	4	1	9	3	...	...	12	...
Tralee ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Trent ... ..	...	1	4	5	...	1	1	3	5	1	...	6	1
Troon ... ..	...	4	4	...	1	2	1	1	5	...	...	6	...
Tyne ... ..	...	2	94	96	...	22	63	11	9	139	4	171	...
Uak ... ..	...	34	34	...	8	23	3	16	34	2	6	58	2
Warrenpoint, <i>see</i> Newry Canal.	...	...	...	...	...	...	...	...	...	...	...	...	...
Watchet ... ..	...	3	3	...	2	1	...	4	...	...	...	4	...
Wear ... ..	...	41	41	...	16	20	5	13	40	3	9	65	...
Wemyss, West ... ..	6	1	7	...	7	...	...	...	...	7	...	7	...
Wexford, <i>see</i> Slaney.	...	...	...	...	...	...	...	...	...	...	...	...	...
Weymouth ... ..	...	2	2	...	...	2	...	1	3	...	...	4	...
Whitby ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Whitehaven ... ..	...	6	6	...	2	2	2	1	6	...	1	8	...
Whitstable ... ..	...	2	2	...	...	1	1	5	...	...	...	5	...
Wick ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Wicklow ... ..	...	1	2	3	...	3	...	3	...	...	...	3	...
Witham ... ..	...	16	16	...	10	5	1	4	14	3	1	22	...
Workington ... ..	...	11	11	...	8	3	...	...	11	...	3	14	...
Wye... ..	...	2	2	...	...	...	2	2	...	...	...	2	...
Yare and its tributaries ...	...	13	13	...	1	8	4	17	5	4	...	26	...
Totals for 1898-99 ...	55	2,339	2,394	4	706	1,301	388	1,576	1,901	187	249	3,913	47
Totals for 1897-98 ...	52	2,298	2,350	4	714	1,319	313	1,621	1,857	163	205	3,846	37
Totals for 1896-97 ...	53	2,140	2,193	6	690	1,209	288	1,428	1,786	128	198	3,540	41
Totals for 1895-96 ...	48	1,982	2,030	6	638	1,053	333	1,378	1,568	170	144	3,260	36
Totals for 1894-95 ...	57	1,933	1,990	3	582	1,103	302	1,384	1,595	162	148	3,289	36
Totals for 1893-94 ...	62	2,205	2,267	13	760	1,209	285	1,533	1,751	187	138	3,609	48
Totals for 1892-93 ...	43	1,848	1,891	1	587	1,033	270	1,283	1,493	136	129	3,041	30
Totals for 1891-92 ...	56	1,588	1,644	3	469	892	280	1,244	1,378	115	108	2,845	51
Totals for 1890-91 ...	33	1,789	1,822	1	473	1,100	248	1,304	1,459	167	119	3,049	39
Totals for 1889-90 ...	37	1,817	1,854	2	520	1,084	248	1,378	1,435	137	127	3,077	27
Totals for 1888-89 ...	38	1,621	1,659	2	399	999	259	1,251	1,308	115	91	2,760	34

TABLE 2.—STATEMENT showing the RIVERS AND HARBOURS IN BRITISH POSSESSIONS ABROAD in which Casualties that were reported during the Year ending 30th June, 1899, occurred to British and Foreign Vessels, and also the RIVERS AND HARBOURS IN FOREIGN COUNTRIES in which Casualties reported during that period occurred to British Vessels, showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Stranding.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Aarhus ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Adelaide ... ..	...	1	1	...	...	1	...	1	1	...	...	2	...
Adour ... ..	1	...	1	...	1	...	...	...	1	...	...	1	...
Alderney ... ..	...	3	3	...	...	1	2	2	...	...	2	4	...
Alexandria ... ..	...	5	5	...	...	3	2	...	7	...	...	7	...
Algiers ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Amazon ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Assens, Denmark...	...	1	1	...	...	...	1	...	1	...	...	1	...
Astoria, Oregon ...	...	1	1	...	...	1	...	2	...	...	...	2	...
Auckland ... ..	...	1	1	...	...	1	...	1	...	...	...	1	...
Baddeck, Cape Breton ... ..	1	...	1	...	...	...	1	...	1	...	...	1	...
Baltimore ... ..	...	3	3	...	1	...	2	...	3	...	...	3	...
Batoum ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Bombay ... ..	1	5	6	...	1	...	5	...	6	...	...	6	2
Boston, Mass. ... ..	...	4	4	...	...	3	1	2	2	...	...	4	...
Bong ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Brest ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Brindisi ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Brisbane ... ..	...	4	4	...	2	2	...	1	5	1	...	7	...
Brunswick, Georgia ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Buenos Ayres ... ..	...	29	29	...	21	3	5	...	29	...	...	29	...
Buller, N.Z. ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Burnett, Queensland ... ..	...	1	1	...	...	1	...	1	1	...	...	2	...
Calais ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Cape Town... ..	...	1	1	...	...	...	1	...	...	1	...	1	...
Charente ... ..	...	2	2	...	1	1	...	...	3	...	...	3	...
Charleston, S. Carolina ... ..	...	2	2	...	...	1	1	...	2	...	...	2	...
Clarence, N.S.W. ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Columbia, B. Columbia ... ..	...	3	3	...	2	1	...	2	2	...	...	4	...
Constantinople ... ..	...	7	7	...	1	6	...	...	8	...	...	8	...
Copenhagen ... ..	...	4	4	...	2	1	1	...	4	...	...	4	...
Danube ... ..	...	12	12	...	10	1	1	...	13	...	...	13	...
Delaware ... ..	...	22	22	...	11	3	8	1	21	...	...	22	...
Dieppe ... ..	...	5	5	...	2	3	...	...	6	...	...	6	...
Douro ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Dunkirk ... ..	...	16	16	...	13	3	...	2	15	...	...	17	...
Dwina ... ..	...	2	2	...	1	1	...	...	2	...	...	2	...
Elbe... ..	...	78	78	...	44	29	5	4	80	...	...	84	..
Fitzroy, Queensland ... ..	1	...	1	...	...	1	...	...	2	...	...	2	...
Forcados, W.O. Africa ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Fraser, B. Columbia ... ..	3	...	3	...	...	...	3	...	3	...	...	3	...
Fremantle, W. Australia ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Galveston ... ..	...	9	9	...	1	4	4	...	13	...	...	13	...
Ganges ... ..	...	12	12	...	6	3	3	8	8	...	...	16	...
Garonne ... ..	...	11	11	...	5	6	...	...	12	...	...	12	...
Ghent Canal, <i>see</i> Terneuzen.	...	...	...	...	...	...	...	...	...	...	...	...	...
Göthenburg ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Guadalquivir ... ..	...	6	6	...	3	3	...	...	6	...	...	6	...
Guadiana ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...

## STATEMENT of CASUALTIES, &amp;c. in Rivers and Harbours Abroad—cont.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Havre ... ..	...	23	23	...	12	10	1	...	23	...	...	23	...
Honfleur ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Hong Kong ... ..	...	4	4	...	2	1	1	...	5	...	...	5	...
Hooghly, <i>see</i> Ganges.	...	...	...	...	...	...	...	...	...	...	...	...	...
Huelva ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Irrawaddy ... ..	...	7	7	...	3	4	...	1	8	1	1	11	...
Klang ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Kurrachee ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
La Pallice ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
La Plata ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Leghorn ... ..	...	1	1	...	...	...	1	1	...	...	...	1	...
Loire ... ..	...	52	52	...	47	3	2	2	50	...	...	52	...
Maas ... ..	...	23	23	...	14	7	2	1	25	...	...	26	...
Malta ... ..	...	5	5	...	2	1	2	...	5	...	1	6	...
Marianople ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Marseilles ... ..	...	3	3	...	2	...	1	...	3	...	...	3	...
Memel ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Menam ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Miramichi ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Mississippi ... ..	...	6	6	...	3	2	1	...	6	...	...	6	...
Mobile ... ..	...	4	4	...	4	...	...	...	4	...	...	4	...
Monte Video ... ..	...	3	3	...	...	2	1	1	3	...	...	4	1
Nervion ... ..	...	18	18	...	5	8	5	...	21	...	...	21	...
Neva, <i>see</i> St. Petersburg.	...	...	...	...	...	...	...	...	...	...	...	...	...
Newcastle, N.S.W. ... ..	1	10	11	...	2	6	3	6	9	2	...	17	...
New York ... ..	...	20	20	...	6	11	3	7	14	...	...	21	...
Norfolk, Virginia ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
North American Lakes ... ..	7	9	16	1	5	1	9	5	9	1	2	17	10
North Sea and Baltic Canal ... ..	...	16	16	...	9	7	...	...	17	...	...	17	...
North Sea Canal ... ..	...	2	2	...	...	2	...	1	2	...	...	3	...
Novorossiisk ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Nyassa Lake ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Oder ... ..	...	5	5	...	3	2	...	...	5	...	...	5	...
Odessa ... ..	...	2	2	...	1	1	...	...	3	...	...	2	...
Orne ... ..	...	10	10	...	9	1	...	...	10	...	...	10	...
Ostend ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Palermo ... ..	...	2	2	...	...	1	1	...	2	...	...	2	...
Panuco, Mexico ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Pará ... ..	...	2	2	...	1	1	...	...	2	...	...	2	...
Parana ... ..	1	16	17	...	13	4	...	3	15	...	...	18	...
Pensacola ... ..	...	3	3	...	1	1	1	1	2	...	...	3	...
Pernambuco ... ..	...	3	3	...	2	1	...	1	2	...	...	3	...
Port Adelaide ... ..	...	2	2	...	1	1	...	...	3	...	...	3	...
Portland, Maine ... ..	...	2	2	...	1	...	1	...	2	...	...	2	...
Port Said ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...

## STATEMENT of CASUALTIES, &amp;c. in Rivers and Harbours Abroad—cont.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Riga ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Rio de Janeiro ... ..	...	2	2	...	...	1	1	1	1	...	...	2	...
Rostock ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Rouen ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Sables d'Olonne ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Saigon ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
St. Helier's ... ..	1	2	3	...	3	...	...	...	...	3	...	3	...
St. John, New Brunswick ... ..	1	2	3	...	...	1	2	...	3	...	1	4	...
St. Lawrence ... ..	...	11	11	...	7	3	1	1	12	...	1	14	1
St. Malo ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
St. Nazaire... ..	...	15	15	...	5	8	2	...	16	...	...	16	...
St. Petersburg ... ..	...	3	3	...	2	1	...	...	3	...	...	3	...
St. Peter's, Guernsey ... ..	...	3	3	...	...	2	1	3	2	...	...	5	...
St. Sampson's, Guernsey ... ..	...	1	1	...	1	...	...	1	...	...	...	1	...
Santander ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Savannah, Georgia ... ..	...	14	14	...	9	...	5	4	10	...	...	14	...
Scheldt ... ..	...	49	49	...	24	21	4	5	58	...	...	58	1
Schuykill ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Seine ... ..	...	14	14	...	9	5	...	1	14	...	...	15	...
Shanghai ... ..	...	4	4	...	...	4	...	...	6	...	...	6	...
Singapore ... ..	1	3	4	...	1	2	1	1	5	...	...	6	...
Smyrna ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Spesia ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Suez Canal ... ..	...	39	39	...	29	9	1	...	43	...	...	43	...
Sulina ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Sydney, N.S.W. ... ..	...	20	20	...	2	9	9	3	26	...	...	29	...
Tamar, Tasmania... ..	...	3	3	...	...	3	...	1	5	...	...	6	...
Terneuzen ... ..	...	4	4	...	1	2	1	...	5	...	...	5	...
Theodosia ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Townsville ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Trieste ... ..	...	2	2	...	1	1	...	...	2	...	...	2	...
Trouville ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Venice ... ..	...	6	6	...	4	1	1	...	6	...	...	6	...
Vistula ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Wanganui ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Wellington, N.Z. ... ..	...	3	3	...	...	1	2	...	4	...	...	4	...
Weser ... ..	...	8	8	...	5	1	2	...	8	...	...	8	...
Willamet, see Columbia.	...	...	...	...	...	...	...	...	...	...	...	...	...
Wilmington ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Wollongong ... ..	...	2	2	...	...	2	...	2	2	...	...	4	...
Wrangel, Alaska ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Yangtze ... ..	...	5	5	...	3	2	...	1	4	...	...	5	...
Yarra ... ..	...	2	2	...	...	1	1	1	2	...	...	3	...
Ymuiden ... ..	...	5	5	...	3	1	1	2	3	...	...	5	...
Yukon ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Totals for 1898-99 ... ..	19	784	803	1	412	260	130	84	803	9	8	909	15
Totals for 1897-98 ... ..	25	785	810	7	420	240	143	112	800	5	5	922	32
Totals for 1896-97 ... ..	17	807	824	1	444	246	133	94	812	15	7	928	14
Totals for 1895-96 ... ..	35	737	772	3	411	187	171	104	740	9	6	859	99
Totals for 1894-95 ... ..	20	679	699	2	323	220	154	125	653	5	8	791	4
Totals for 1893-94 ... ..	25	706	731	5	365	217	124	153	655	7	3	818	39
Totals for 1892-93 ... ..	22	668	690	3	329	203	155	133	634	9	4	780	29
Totals for 1891-92 ... ..	29	619	648	3	284	240	121	131	615	7	5	758	34
Totals for 1890-91 ... ..	46	804	850	7	356	244	243	158	780	18	9	965	426
Totals for 1889-90 ... ..	26	583	609	2	276	197	134	124	561	6	11	702	39



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## APPENDIX C.

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TABLE 1.—SEA CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT LOSS OF LIFE.

TABLE 2.—SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

TABLE 3.—RIVER AND HARBOUR CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT  
LOSS OF LIFE.

TABLE 4.—RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

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## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## APPENDIX C.

Table 1.—Detailed Statement of Sea Casualties Involving TOTAL LOSS OF VESSEL which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad; in five divisions, viz., (1) Foundering, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels.

## (1) FOUNDERINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1897. 17 Oct.	"Minnie Louise" .. 29 years.	Arischat, O.E..	.. ..	Schooner, W.	68	4	W. Martell.	Petit-de-Grat, N.S.	St. Pierre ..	Petit-de-Grat.	Ballast ..	4	N.W. 8	Gulf of St. Lawrence.
4 Nov.	"Eliza" .. 31 years.	St. John's, N.F.L.	.. ..	Schooner, W.	17	5	J. Baggs ..	J. Maddock, Carboppear, N.F.L.	Mooted in New Bay, New- foundland.	..	Ballast ..	—	S.S.W. 9	New Bay, Green Bay, New- foundland.
1898. 4 Feb.	"Labasval" .. 60 years.	British India (not registered).	.. ..	Padow, W.	25	9	.. ..	.. ..	Vernal ..	Bhavnagar	Coal ..	—	—	Near Piram, Gulf of Oam- bay, W. coast of India.
15 Feb.	"Rock Lily" .. 6 years.	Sydney, N.S.W.	.. ..	Cutter, W.	17	Un- known.	W. B. Oates ..	G. Robson, Sydney, N.S.W.	Awahma ..	Coasting in New Guinea.	Unknown	—	N.W. 9	Goschen Straits, British New Guinea.
13 Apr.	"Frances Adams" .. 4 years.	Suva, Fiji ..	.. ..	Cutter, W.	11	4	Sallasi Sivo ..	R. W. Adams, Suva, Fiji.	Moala, Fiji ..	Oicla, Fiji	General .. passenger.	—	Whirl- wind.	Lat. 18° 13' S., lon. 179° 45' W., S. Pacific.
14 Apr.	"Lexmi" .. Age unknown.	British India..	.. ..	Pattimar, W.	37	10	.. ..	.. ..	Mora ..	Callout ..	Salt ..	—	N. 10	Mochmad, off Vinguria Lighthouse, W. coast of India.
7 May	"Merksworth" .. 24 years.	Sydney, N.S.W.	.. ..	S.S., I.	165	12	.. ..	C. Parbury, Sydney, N.S.W.	Newcastle, N.S.W.	Sydney, N.S.W.	Coal ..	9	—	About 10 miles N.E. of Nobbys, N.S.W., S. Pacific.
4 June	"Glenhantly" .. 38 years.	Liverpool ..	(a) Ll. * A 1. (b) 11.33	Barque I..	400	13	A. R. Shaw	T. C. Jones & Co., Liverpool.	New York ..	Fremantle, W.A.	General ..	—	W. 9	3 miles N. of Tristan d'Acunha, S. Atlantic.
10 June	"Native Belle" .. 1 year.	Kingstown, St. Vincent.	.. ..	Sloop, W...	15	6	G. Charles ..	F. Alexander, Canouan, St. Vincent.	Coasting at St. Vincent	..	Live stock and pro- visions.	—	E.	Off Bamberour, St. Vincent, West Indies.
15 June	"Edgar T. Richard" .. 9 years.	Lunenburg, N.S.	.. ..	Schooner, W.	5	4	Z. Richard ..	B. Richard, La Have, N.S.	Sydney, O.B.	Lunenburg, N.S.	Coal ..	—	E.S.E. 9	About 7 miles S.E. of Louisburg, O.B., N. At- lantic.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Vessel	Age	Registered	Country	Owner	Master	Passengers	Crew	Loss	Location	Remarks
22 June	"Bunder Singar"	4 years.	British India (not registered).	British India	British India	British India	13	13	13	Near Baby's Putan, Sind, W. coast of India.	
1 July	"Marquis of Dufferin New."	3 years.	Vancouver, B.C.	Vancouver, B.C.	Vancouver, B.C.	Vancouver, B.C.	374	374	374	Opposite Carmanah Point, Vancouver Island, British Columbia.	
3 July	"Try"	28 years.	Runoorn	Runoorn	Runoorn	Runoorn	66	66	66	Crosby Channel, Liverpool Bay.	
20 July	"Maria Othman Sinamal"	12 years.	British India (not registered).	British India	British India	British India	24	24	24	Off Tutuoria, E. coast of India.	
24 July	"Kate"	33 years.	Chester	Chester	Chester	Chester	74	74	74	12 miles N.W. of the Skerries, off Anglesey.	
26 July	"Margaret Traill"	36 years.	Leith	Leith	Leith	Leith	69	69	69	Midway between the Mull of Gentry and Rathlin Island, North Channel.	
28 July	"Stirling Chief"	New.	Vancouver, B.C.	Vancouver, B.C.	Vancouver, B.C.	Vancouver, B.C.	518	518	518	Lat. 59° 14' N., lon. 141° 35' W., N. Pacific.	
29 July	"Sunshine"	21 years.	Brixham	Brixham	Brixham	Brixham	46	46	46	8 miles E.N.E. of Blyth, Northumberland.	
8 Aug.	"Lily"	8 years.	Belize, British Honduras.	Belize, British Honduras.	Belize, British Honduras.	Belize, British Honduras.	19	19	19	6 or 7 miles off Cape Three Points, Bay of Honduras, Caribbean Sea.	
18 Aug.	"Curlew"	40 years.	Beaumaris	Beaumaris	Beaumaris	Beaumaris	36	36	36	8 miles N.N.E. of Great Orme's Head, Carnarvon-shire.	
21 Aug.	"Spitfire"	Age unknown.	Brisbane, Queensland.	Brisbane, Queensland.	Brisbane, Queensland.	Brisbane, Queensland.	46	46	46	Near L. Head, Torres Strait.	
22 Aug.	"Venture"	6 years.	Not registered	Not registered	Not registered	Not registered	About 1	About 1	About 1	Near Fort Island, Derby-haven, I. of Man.	
27 Aug.	(No Name)	Age unknown.	Not registered	Not registered	Not registered	Not registered	1	1	1	1 mile N.E. of Fishertew, Edinburghshire.	
31 Aug.	"Rover"	Age unknown.	Not registered	Not registered	Not registered	Not registered	146	146	146	E. side of Lundy Island, Bristol Channel.	
3 Sept.	"Nina"	41 years.	Bridgwater	Bridgwater	Bridgwater	Bridgwater	59	59	59	Off Tintagel Head, Corn-wall.	

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—*continued.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas (b) Date of last survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 10 Sept.	"Florence B. Parr" 21 years.	Bridgetown, Barbados.	.. ..	Schooner, W.	62	7	E. J. Winfield ..	R. & W. H. Chase, Bridgetown, Barbados.	Lying at Bridgetown, Barbados.		Mannure and coffee.	—	E.N.E. 12	Driven to sea from Bridgetown, Barbados, West Indies.
10 Sept.	"Kate Florence" 10 years.	Bridgetown, Barbados.	.. ..	Schooner, W.	60	Only 3 on board.	C. H. Hyman ..	W. Blackwood, Bridgetown, Barbados.	Lying at Bridgetown, Barbados.		Ballast ..	—	E.N.E. 12	Driven to sea from Bridgetown, Barbados, West Indies.
11 Sept.	"Falcon" Age unknown	Kingstown, St. Vincent.	.. ..	Yawl, W. ..	15	—	.. ..	T. F. Linley, St. Vincent, W.I.	.. ..	.. ..	Unknown	1 (passenger).	N. 12	Kingstown, St. Vincent, West Indies.
11 Sept.	"Ocean King" 11 years.	Kingstown, St. Vincent.	.. ..	Schooner, W.	21	6	T. McTear ..	R. Samuel, Union Island, St. Vincent.	Moored at St. Vincent.		Unknown	1	— 12	N.W. of Bequia, St. Vincent, West Indies.
11 Sept.	"Pioneer" 21 years.	Kingstown, St. Vincent.	.. ..	Outter, W.	14	5	H. Louis, Canouan, St. Vincent		Coasting at St. Vincent ..		Ballast ..	1	— 12	Tronness Bay, St. Vincent, West Indies.
11 Sept.	"Rising Tide" 17 years.	Kingstown, St. Vincent.	.. ..	Schooner, W.	56	7	J. Lotmore ..	C. J. Simmons, St. Vincent.	Moored at St. Vincent ..		Unknown	7	— 12	Off St. Vincent, West Indies.
11 Sept.	"Sylvia" 23 years.	Kingstown, St. Vincent.	.. ..	Sloop, W...	19	5	A. Peters ..	C. J. Simmons, Kingstown, St. Vincent.	Moored at St. Vincent ..		Unknown	5	— 12	Off St. Vincent, West Indies.
11 Sept.	"Waterwitch" 43 years.	Kingstown, St. Vincent.	.. ..	Sloop, W...	36	Supposed only on board.	C. Billingham ..	A. Porter, Kingstown, St. Vincent.	Moored at Kingstown, St. Vincent.		Unknown	1	— 12	Kingstown, St. Vincent, West Indies.
12 Sept.	"Alabama" 1 year.	Rosau, Dominica.	.. ..	Sloop, W...	11	5	M. Tull ..	Mrs. R. Girault, Portsmouth, Dominica.	Antigua ..	Dominica...	Unknown, 8 passengers.	10 (2 crew & 8 passengers).	S.S.E. 10	About 3 miles S. of Plymouth, Montserrat, West Indies.
14 Sept.	"Constance" 33 years	Fowey ..	.. ..	Schooner, W.	160	None on board.	.. ..	Vera Cruz Trading Co., Lim., London.	Moored off Sacrificios, Vera Cruz, Mexico.		Ballast ..	—	N. 7	Off Sacrificios, Mexico.
16 Sept.	"Nevada" 4 years.	Lunenburg, N.S.	.. ..	Schooner, W.	135	8	C. Iversen ..	Zwickler & Co., Lunenburg, N. S.	Lunenburg ..	Ponce, Porto Rico.	Codfish and lumber.	—	E. 12	Lat. 39° 37' N., lon. 65° 29' W., N. Atlantic.
17 Sept.	"Raith" 43 years.	Wick ..	.. ..	S.S., I. ..	23	4	J. McMaster ..	T. Black, Belfast.	Ardsroan ..	Belfast ..	Clay, salt, & empty fish boxes.	—	S.W. 5	Kilbrannan Sound, W. coast of Scotland.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Sept.	"Tina" .. ars	Campbelltown	..	S.S., Steel..	63	..	..	Olyde Salvage Co., Glasgow.	Port Akai (Glasgow (in tow).	Ballast	5	N.W. 6	..
7 Sept.	"Bertha" .. 34 years.	Runcorn	..	Flat W. ..	57	2	S. Royle ..	W. Rowland, Liverpool.	Llandulas ..	Limestone	—	N.W. 7	About 4 miles N.N.W. of the Mull of Cantyre, Argyll- shire.
20 Sept.	"Neptune" .. 6 years.	Glasgow	..	S.S., L ..	38	4	J. Bunting	J. & J. Hay, Lim., Glasgow.	Montrose ..	Barley ..	—	S.E. 6	Rock Channel, Liverpool Bay.
About 1 Oct.	"Lakota" .. 2 years.	Parabero, N.S.	..	Schooner, W.	124	6	D. Blake...	P. S. Blake, Parabero, N.S.	Black River, Jamaica.	Logwood..	6	— 12	Off McArthur's Head, Islay, Argyllshire.
1 Oct.	"Notre Dame de Bon Secours," 15 years.	France ..	..	Lugger, W.	17	3	A. Le Courun	A. Adams & F. Durant, Regne- ville, France.	Regneville ..	Limestone & hay.	—	N.N.E. 6	Lat. 39° 10' N., lon. 80° W., N. Atlantic.
2 Oct.	"Hattie May" .. 8 years.	Halifax, N.S.	..	Schooner, W.	149	6	S. E. Vance	J. Crowe, Old Barna Colche- ster Co., N.S.	Falmouth, Jamaica.	Logwood..	4	— 12	3 miles E. of Frouque Aubert Rock, off Jersey.
8 Oct.	"Western Belle" .. 9 years.	Plymouth	..	Schooner, W.	143	7	J. H. Davis	W. H. Skilston, Plymouth.	Berbice, British Guiana.	Ballast ..	—	N.W. 7	Lat. 39° 58' N., lon. 77° 15' W., N. Atlantic.
10 Oct.	"Cargo Boat No. 104 12 years.	Native India..	..	Native craft, W.	50	7	.. ..	.. ..	Calcutta ..	Kerosine ..	—	S.S.E. 10.	Lat. 45° N., lon. 51° 53' W., N. Atlantic.
11 Oct.	"Confederate" .. 25 years.	Charlottetown, P.E.I.	..	Schooner, W.	49	3	W. Forest	Harrett, Char- lottetown, P.E.I.	Kelly's Cove, C.B.	Coal ..	—	W.S.W. 6	Ballasore, E. coast of India.
14 Oct.	"Marion" .. New.	Not registered	..	Lugger, W.	6	4	P. Owen ..	Messrs. Robert- son, Kinsale.	Kinsale, for fishing.	Ballast ..	4	E.S.E. 9	About 17 miles S.E. of Cape Bear, P.E.I., Straits of Northumberland.
15 Oct.	"Lord Exmouth" .. 30 years.	Beaumaris	..	Smack, W.	19	2	D. James, Fishguard, Pembrokeshire.	Hook ..	Fishguard	Culm ..	—	E.S.E. 8	Off Old Head of Kinsale, co. Cork.
16 Oct.	"Mary" .. 8 years.	Shelburne, N.S.	..	Schooner, W.	99	—	.. ..	C. Powell, Dalhousie, N.B.	.. ..	Coal ..	—	— 9	Near Horse Rock, Ramsey Sound, Pembrokeshire.
17 Oct.	"Volunteer" .. 25 years.	Fowey.	..	Schooner, W.	126	6	J. Baron ..	W. V. Kellow, Pentewan, Cornwall.	Plymouth ..	China Clay.	—	E.S.E. 9	Off Horse Head, Prince Edward Island.
18 Oct.	"Zeta" .. 20 years.	Not registered	..	Outter (yacht), W.	2	None on board.	.. ..	J. Summers, Glasgow.	Moored in Port Bynnalne Bay, Bute Island.	Ballast ..	—	N.E. 10	About 160 miles N.E. by E. of Spurn Point, North Sea.
19 Oct.	"Anna Casper" .. 39 years.	Denmark	..	Barque, W.	599	11	.. ..	J. P. Schmidt, Dragør, Denmark.	Cronstadt ..	Timber ..	—	E. 5	Port Bannatyne Bay, Bute Island.
20 Oct.	"Marie" .. 24 years.	Norway	..	Schooner, W.	71	4	J. Pedersen, Bornen, Norway.	.. ..	Nowcastle- on-Tyne.	Coal ..	—	S.E. 10	St. Andrew's Bay, Fifehire.
			..						Tvedestrand, Norway.				20 miles E. of Stonehaven, Kincardineshire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—*continued.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 26 Oct.	"Premier" .. 18 years.	Grimaby	.. ..	Dandy, W.	86	13	J. Looch ..	Mrs. E. J. Looch, Grimaby.	Grimaby, for fishing.	..	Ballast	—	S.W. 4	About 15 miles S. by W. of Buchan Ness, Aberdeen- shire.
1 Nov.	"Gnone" .. 46 years.	France ..	.. ..	Yawl, W...	37	5	J. B. Le Floch ..	.. ..	Guernsey ..	Binic, France.	Ballast	—	W. 5	Off St. Martin's Point, Guernsey.
2 Nov.	"Charlotte" .. 60 years.	Bristol ..	.. ..	Sloop, W...	69	3	J. W. Stevens ..	W. A. Osborn, Bristol.	Penarth ..	Bristol ..	Coal	—	S. 10	1½ mile W. of Upper Hook Buoy, Bristol Channel.
4 Nov.	"Onyx" .. 7 years.	Glasgow ..	(a) L.L. 100 A.L. (b) 10.98.	S.S., I ..	129	11	W. O'Kane ..	W. Robertson, Glasgow.	Neath ..	Dublin ..	Coal	—	W.N.W. 8	13 miles E.S.E. of S. Arklow light, co. Wicklow.
7 Nov.	"Honor" .. Age unknown.	Colonial (not registered)	.. ..	Sloop, W...	9	11	H. Bain ..	C. Bain, Andros Islands, Bahamas.	Williams Cay, Andros Islands.	Sponging Ground, Bimini Banks.	Ballast	—	N.W. 8	Off the Riding Rocks, Bahama Banks, West Indies.
9 Nov.	"Lottie May" 13 years.	Montego Bay, Jamaica.	.. ..	Schooner, W.	22	4	W. Jennings ..	B. L. Wodden, Longeville Park, Jamaica.	Old Harbour, Jamaica.	Kingston, Jamaica.	Wood, hay and coal	—	S.E. 10	About 13 miles from Port Royal, Caribbean Sea.
12 Nov.	"Grace Carter" 17 years.	St. John's, N.F.L.	.. ..	Schooner, W.	91	6	J. Bransfield ..	J. Baird, St. John's, N.F.L.	Oporto ..	St. John's, N.F.L.	Salt	—	N.W. 9	Lat. 40° 50' N., lon. 81° 40' N., Atlantic.
12 Nov.	"Ocean Gem" 18 years.	St. John's, N.F.L.	.. ..	Schooner, W.	78	7	W. J. Kennedy ..	Carbonear, N.F.L.	Bristol ..	Carbonear, N.F.L.	Coal	—	S.W. 6	20 miles S.W. of Fastnet Light, N. Atlantic.
14 Nov.	"Fratelli Laurin" 27 years.	Liverpool ..	(a) L.L. 11 (in red). (b) 10.98.	Barque, W.	561	12	J. Patterson ..	T. Welsh & Co., Liverpool.	Cardiff ..	Lagos, &c..	General	—	N.W. 9	30 miles W. by S. of Ushant, English Channel.
18 Nov.	"William Francis" Age unknown.	Not registered	.. ..	Fishing sloop, W.	11	3	T. Harries, Walton West, Pembroke- shire.	.. ..	Goultrop, Pembroke- shire.	Millford ..	Ballast	—	E.S.E.	Off Skomer Island, Pem- brokeshire.
21 Nov.	"Blue Jacket" 38 years.	Ramsgate ..	.. ..	Schooner, W.	52	3	N. Bolton ..	J. J. Greenstreet, Sandwich, Kent.	Amble ..	Northfleet	Bricks, 1 passenger.	—	S.S.E. 9	About 20 miles N.W. by N of Leman and Ower Light- ship, North Sea.
23 Nov.	"Lizzie" 13 years.	Millford ..	(a) L.L. cont. for 7 years A.L. from 8.98. (b) 7.97.	Schooner- r. W.	100	4	D. McWhir ..	T. Shaw, Kircub- bin, co. Down.	Maryport ..	Kircubbin, co. Down.	Coal	4	S.E. 8	Off Mull of Galloway, Wig- townshire.
24 Nov.	"Fitzjames" 15 years.	London ..	(a) L.L. 100 A.L. (b) 11.98.	S.S., I. ..	289	13	U. Fawcett ..	M. E. & J. E. Mathews, London.	London ..	Swansea ..	General	10	S. 9	About 16 miles off Beachy Head, English Channel.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

25 Nov.	"J. H. McLaren" 24 years	Liverpool	(a) B. Ver. 5/8 All. for 6 years from 2.97. (b) 2.97.	Barque, W.	711	14	J. Anderson	J. Sutherland, Liverpool.	Cardiff	Para	Coal	N.N.E. 10	Lat. 50° N., lon. 8° W., N. Atlantic.
27 Nov.	"Berna" 30 years	Dorchester, N.B.	.. ..	Schooner, W.	96	4	J. Stuart, Rockport, N.B.		Joggins, N.S.	St. John, N.B.	Coal	E.N.E.	Apple River, Nova Scotia.
27 Nov.	"Narcissus" 15 years	Innenburg, N.B.	.. ..	Schooner, W.	99	5	W. J. McIntosh, Liverpool, N.S.		Boston, Mass.	Shelburne, N.S.	General, 17 passen- gers.	N.E. 11	Lat. 42° 4' N., lon. 66° 2' W., N. Atlantic.
27 Nov.	"Uncle Sam" 8 years	St. Andrews, N.B.	.. ..	Sloop, W...	11	None on board.	J. Hutt .. ..	J. G. Fraser, Grandmanan, N.B.	Lying at Grandmanan, N.B.		Ballast	—	Driven to sea from Grand- manan, New Brunswick.
28 Nov.	"Glan Drummond" 15 years	Glasgow	(a) Ll. 100 Al. (b) 11.98.	S.S., I.	1,846	59	P. O. Crockett ..	Sir C. W. Cayzer, Glasgow.	Glasgow	Algoa Bay & India.	General, 1 passenger.	N.N.W. 8	Lat. 45° 30' N., lon. 8° 40' W., Bay of Biscay.
29 Nov.	"Emily & Eliza" 27 years	Lowestoft	.. ..	Dandy, W.	23	3	J. Watson	G. English, Walberswick, Suffolk.	Lowestoft	Ostend	Salted herrings.	N.N.W. 9	Near Wandelaar Light Ship, North Sea.
29 Nov.	"Londonian" 2 years	Hull	(a) Ll. 100 Al. (b) 3.98.	S.S., Steel..	3,014	46 & 24 Cattle- men.	R. B. Lee ..	Wilson's & Fur- ness - Leyland Line, London.	Boston, Mass.	London	General & cattle.	N.W. 10	Lat. 45° 28' N., lon. 16° 45' W., N. Atlantic.
29 Nov.	"Morag Glen" 6 years	Glasgow	.. ..	S.S., Steel..	42	4	J. Campbell	J. G. Frow, Glasgow.	Drumore, Wigtown- shire.	Greenock	Ballast	S.W. 6	Off Cornwall Point, Wig- townshire.
30 Nov.	"Friend to Nations" 21 years	Not registered	.. ..	Surf boat, W.	3	10	T. Company	Margate Water- men, Margate.	Margate (in tow) to a vessel in distress on Long Sand.		Ballast	W.S.W. 5	1 mile S.S.E. of S.W. Knock Buoy, Thames Estuary.
4 Dec.	"Clifton" New.	Newcastle-on- Tyne.	.. ..	S.S., Steel..	126	9	W. Gibson	J. Slater, New- castle-on-Tyne.	Sunderland	London	Patent fuel	S.W. 6	5 miles S.E. of Southwold, Suffolk.
5 Dec.	"Emilie Dingle" 22 years	Fowey ..	(a) Ll. cont. 6 years Al. from 10.93. (b) 11.97.	Barque, W.	246	9	H. Lloyd ..	M. Jones, Port- madoc, Carnar- vonshire.	Shippagan, N.B.	Rio Janeiro	Cod fish	N.N.W. 10	Lat. 40° 49' N., lon. 47° 40' W., N. Atlantic.
12 Dec.	"Deer Hill" 7 years	St. John, N.B.	(a) B. Ver. 3/3 All. for 12 years from 7.91. (b) 12.97.	Schooner, W.	341	8	C. W. Burns	W. H. Merritt, St. John, N.B.	St. John, N.B.	Santos, Brazil.	Timber, 2 passen- gers.	S.S.W. 9	Lat. 35° 49' N., lon. 52° 49' W., N. Atlantic.
12 Dec.	"Hilda" 30 years	London..	.. ..	Barque, W.	340	10	C. R. Sekles	Vera Cruz Trad- ing Co., Lim., London.	Vera Cruz	Kingston, Jamaica.	Ballast	N.W. 9	Lat. 18° 5' N., lon. 96° 18' W., Gulf of Mexico.
16 Dec.	"Little Nell" Age unknown.	Not registered	.. ..	Steam launch, W.	About 10	4	.. ..	Government of New South Wales.	Sydney, N.S.W.	Newcastle, N.S.W.	— 1 passenger.	—	Between Sydney and New- castle, N.S.W., Pacific.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (1) FOUNDERINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last survey.	Description of Vessel, whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 17 Dec.	"Ruparel" .. 15 years.	Native India..	.. ..	Padov. W.	40	7	Hussan Poona ..	Bhadela Hussan Poona, Nova-bundar, Judghar, Katty-swar.	Goa ..	Colombo ..	Tiles ..	—	—	Off Mt. Dolly, Malabar Coast, W. coast of India.
22 Dec.	"Fleetwing" .. 28 years.	Aberystwith ..	.. ..	Dandy, W.	31	2	H. Davies, New Quay, Cardiganshire.		Swansea ..	New Quay, Cardiganshire.	Culm ..	—	S.W. 7	Near Helwick Sands, Glamorganshire.
25 Dec.	"Serpent" .. 7 years.	Nassau, N.P. ..	.. ..	Schooner, W.	15	4	F. Clarke ..	F. Bullard, Nassau, N.P.	Kingston, Jamaica.	Port Antonio, Jamaica.	General ..	1	Whirl-wind.	Galena Point, Jamaica, West Indies.
26 Dec.	"William & James" .. Age unknown.	Not registered	.. ..	Yawl, W..	12	5	W. Eaton, Arbroath, Forfarshire.		Arbroath, for fishing.		Ballast ..	—	S.W. 9	3 miles S. by W. of Bell Rock, off Fifeshire.
27 Dec.	"Vindobala" .. 18 years.	London ..	(a) I.L. 100 AL (b) 10.8.88	S.S., I ..	1,167	24	M. Clarke ..	J. A. Salton and A. M. Curzon, London.	Rouen ..	Philadelphia.	Ballast ..	1	W.N.W. 8	Lat. 50° 30' N., lon. 35° 30' W., N. Atlantic.
30 Dec.	"Fattah Berman" .. 7 years.	Arabia ..	.. ..	Buggalow, W.	140	24	.. ..	.. ..	Bussorah ..	Kurrachee.	Dates ..	1	— 10	Kurrachee, Sind, W. coast of India.
30 Dec.	"Khatanpassa" .. 9 years.	British India (not registered)	.. ..	Sailing vessel, W.	47	6	.. ..	.. ..	Veraval ..	Porbander	Cotton seeds, &c., 1 passenger.	1	— 12	Near Batia, Kathiawar, W. coast of India.
— Dec.	"Marys" .. Age unknown.	Roseau, Dominica, W.I.	.. ..	Schooner, W.	45	5	C. Peters ..	L. H. Berard, Roseau, Dominica.	Moored in port of Roseau, Dominica.		Ballast ..	—	—	Charlotte Ville Bay, Roseau, Dominica, West Indies.
—	"Village Belle" .. 4 years.	Montego Bay, Jamaica.	.. ..	Schooner, W.	34	7	E. Ebank ..	H. I. Ebank, Grand Cayman, W.I.	Key Antilles	Grand Cayman.	Ballast, 3 passengers.	7 (4 crew and 3 passengers).	—	About 50 miles off Grand Cayman, Caribbean Sea.
1889. 2 Jan.	"Glad Tidings" .. 6 years.	Lunenburg, N.S.	.. ..	Schooner, W.	99	7	F. Spindler ..	C. E. Kauback, Lunenburg, N.S.	Turks Island	Lunenburg, N.S.	Salt ..	—	S.W. 10	Lat. 41° 10' N., long. 61° 10' W., N. Atlantic.
2 Jan.	"Wooler" .. 8 years.	London ..	(a) I.L. 100 AL (b) 8.8.88	S.S., Steel..	1,543	23	A. S. Cole ..	W. J. Young, London.	Barry Dock	Las Palmas	Coal ..	19	S.W. 10	About 100 miles N.W. of Unshant, N. Atlantic.
3 Jan.	"Rhymney" .. 17 years	Cardiff ..	(a) I.L. 100 AL (b) 4.8.88	S.S., I ..	821	18	J. Fox ..	P. Morel, Cardiff	Bilbao ..	Cardiff ..	Iron ore, 2 passengers.	—	W. to N.W.	Lat. 47° 18' N., long. 8° 41' W., Bay of Biscay.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

5 Jan.	"Gallina" 21 years.	W. Hartlepool	(a) LL $\frac{1}{2}$ 100 AL. (b) 7.98	S.S., I.	1,135	22	E. Frankland	J. Lilly, W. Har- tlepool.	Philadelphia	Moss and Christiana.	Grain	—	Variable 10.	Lat. 49° 57' N., lon. 28° 59' W., N. Atlantic.
12 Jan.	"Canford" 10 years.	St. John's, N.F.L.	..	Schooner, W.	98	7	H. Pike	E. Penny & Son, Carbonate, N.F.L.	Cadiz..	St. John's, N.F.L.	Salt	—	W.N.W. 9	Lat. 49° 49' N., lon. 28° 39' W., N. Atlantic.
12 Jan.	"Glendower" 17 years.	Leith	..	S.S., I.	1,807	23	A. A. Honeyman	Lindsay, Gracie & Co., New- castle-on-Tyne.	Philadelphia	Sligo	Maize	—	W.N.W. 10	Lat. 49° 28' N., lon. 31° 57' W., N. Atlantic.
12 Jan.	"Water Sprite" 37 years.	Not registered	..	Pilot boat, W.	9	3	L. Gould	Port Talbot Docks Co., Port Talbot.	Port Talbot, seeking.	Ballast	..	3	W.N.W. 10	Entrance to Port Talbot, Glamorganshire.
12 Jan.	"Boadicea" 41 years.	Bridgwater	..	Schooner, W.	97	4	J. W. Kirby	Mrs. Carroll, Dungarvan, Co. Waterford.	Dungarvan	Plymouth	Oats	2	S.W. 9	10 miles W. of Lundy Island, Bristol Channel.
12 Jan.	"Good Intent" 7 years.	Not registered	..	Fishing yawl, W.	5	None on board.	G. Bedson, Parkgate, Cheshire.	Moored at Parkgate, Cheshire.	Moored at Parkgate, Cheshire.	Ballast	..	—	W.N.W. 10	Parkgate, Cheshire.
12 Jan.	"May Flower" 25 years.	Gloucester	..	Barge, W.	33	4	T. Harris	The Salt Union, Lim., London.	Bristol	Tewkes- bury	Wheat	—	S.W. 9	Near the Dunball, entrance to River Avon.
14 Jan.	"Andalana" 10 years.	Liverpool	..	Ship, Steel	2,385	15 only on board.	G. W. Stalling	E. & W. Roberts, Liverpool.	Moored off Tacoma, U.S.A.	Light	..	15	S.W. squally.	Off Tacoma, Washington State, U.S.A.
15 Jan.	"Evelyn" 18 years.	Hull	..	S.S., I.	45	2	W. Heron	T. Robb, S. Totten- ham, Middlesex	Newcastle- on-Tyne, (in tow.)	Ballast	..	—	N.W. 10	8 miles N.N.W. of Berwick- on-Tweed.
23 Jan.	"Owney Belle" 24 years.	St. John's, N.F.L.	..	Schooner, W.	119	7	E. Pike	W. Duff, Car- bonear, N.F.L.	Cadiz	Carbonate, N.F.L.	Salt	—	W.N.W. 9	Lat. 49° 15' N., lon. 48° 28' W., N. Atlantic.
26 Jan.	"Lily of the Valleys" 22 years.	Grimaby	..	Dandy, W.	78	5	A. T. Howard	T. C. Moss, Grimaby.	Grimaby, for fishing.	Ballast	..	—	N.E. 2	About 21 miles N.E. of Withernsea, Yorkshire.
26 Jan.	"Margaret" 54 years.	Ramsay, Isle of Man.	..	Schooner, W.	45	3	E. Jones, Borthy Geat, Portmadoc, Carnarvonshire.	Cardiff	..	Aberyston	Coal	—	N.N.E. 2	5 miles N.N.W. of Skomar Island, off Pembrokehire.
29 Jan.	"Jersey Lily" 14 years.	Shelburne, N.S.	..	Schooner, W.	96	8	L. McKenzie	E. Churchill, Lockport, N.S.	Black River, N.F.L.	Halifax, N.S.	Salted and frozen her- rings.	—	N.W. 9	About 20 miles E. of Scatarie Island, N.S., N. Atlantic.
2 Feb.	"Lighter No. 22" About 10 years.	Colonial (not registered).	..	Lighter, W.	45	4	L. da Cruz	Bland & Co., Lim., Gibraltar.	Loading in Gibraltar Bay.	General	..	—	Squally, 9	Gibraltar Bay.
3 Feb.	(No Name) 2 years.	Not registered	..	Launch, I.	60	None on board.	Hawthorn Bros. & Co., London.	Southampton (in tow.)	Southampton (in tow.)	Ballast	..	—	N. 1	About 8 miles W.S.W. of Dungeness, Kent.
5 Feb.	"Silver Spray" 13 years.	Stornoway	..	Schooner, W.	97	5	D. Lowson, W. Newport, Fifeshire.	St. John's, N.F.L.	St. John's, N.F.L.	Cod fish	..	—	N.E. 12	Lat. 44° 14' N., lon. 48° 48' W., N. Atlantic.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (1.) FOUNDERINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 8 Feb.	"Amy" .. 15 years.	Glasgow ..	.. ..	S.S., I. ..	29	3	H. Murch ..	J. and J. Hay, Lim., Glasgow.	Glasgow ..	Rothersey ..	Coal ..	—	S.W. 6	1 mile S.E. of Innellan Pier, Argyllshire.
8 Feb.	"Rosemore" .. 10 years.	Liverpool ..	(a) L.L. 100 AL. (b) 1908.	S.S., Steel	2387	43 & 9 cattle-men.	R. McG. Duncan-son.	E. Johnston, Liverpool.	Liverpool ..	Baltimore, U.S.A.	Salt and china clay ..	1 (crew).	W.N.W. 10	Lat. 38° 48' N., lon. 46° 3' W., N. Atlantic.
9 Feb.	"Fidget" .. 20 years.	Not registered.	.. ..	Fishing cutter, W.	6	None on board.	D. Armitage	Hoylake, Cheshire.	Moored at Hoylake.		Ballast ..	—	S.W. 6	Hoylake, Cheshire.
11 Feb.	"Delight" .. 6 years.	Charlottetown P.E.I.	.. ..	Schooner, W.	109	6	W. McDonald, Souris, P.E.I.		St. John's, N.F.L.	Pernambuco	Salt fish ..	—	N.N.E. 10	Lat. 25° 38' N., lon. 35° 1' W., N. Atlantic.
12 Feb.	"Montagu" .. 44 years.	Middlesbro' ..	.. ..	Lighter, I.	350	5	O. Knight ..	The Tees Tug and Lighter Co., Lim., Middlesbro'.	The Tyne, Lowestoft (in tow).		Coal ..	5	W. 9	About 6 miles S.E. of the Dudgeon Light Ship off Norfolk.
13 Feb.	"Lady Osprey" .. 6 years.	Kingstown, St. Vincent.	.. ..	Sloop, W.	17	6	E. Mutsac ..	C. J. Simmons, St. Vincent, W.I.	Coasting at St. Vincent, W.I.		Ballast ..	2	E. squally.	Outside Kingstown Harbour, St. Vincent, West Indies.
13 Feb.	"Rock Channel" .. 1 year.	Liverpool ..	(a) L.L. 100 AL. (b) 1298.	S.S., Steel..	133	10	J. Hughes ..	J. Edwards, Liverpool.	Hull ..	Dublin ..	Barley ..	—	S.S.W. 7	About 20 miles E.N.E. of N. Foreland, Kent.
14 Feb.	"William Connal" .. 37 years.	Glasgow ..	(a) L.L. AL. (b) 998.	S.S., I. ..	242	14	C. McAuley ..	J. Gaff, Glasgow.	Swansea ..	Bordeaux	General ..	—	S.W. 9	About 50 miles Northward of Ushant, English Channel.
15 Feb.	"Cardinal" .. 7 years.	Newcastle-on-Tyne.	(a) L.L. 100 AL. (b) 398.	S.S., Steel..	1474	23	C. Kemp ..	Chadwick S.S. Co. Lim., Newcastle-on-Tyne.	Pennacola ..	Antwerp ..	Timber ..	—	W.N.W. 13	Lat. 40° N., lon. 86° W., N. Atlantic.
15 Feb.	"Galatee" .. 18 years.	St. John, N.B.	(a) B. Ver. 3/3, L.L. 1. for 4 years, from 1297. (b) 1297.	Barque, W.	1132	14	H. D. Lewis ..	H. J. Olive, St. John, N.B.	Turk's Island	Boston, Mass.	Salt ..	7	W.N.W. 10	About lat. 39° N., lon. 56° W., N. Atlantic.
28 Feb.	"Emen" .. 4 years.	Not registered	.. ..	Lug sail, W.	2	2	J. Pegg, Sherringham, Norfolk.		Sherringham, Norfolk.		Ballast ..	2	—	Off Sherringham, Norfolk.
3 Mar.	"Earnock" .. 1 year.	Glasgow ..	(a) L.L. 100 AL. (b) 298.	S.S., Steel..	43	5	W. Campbell ..	Glasgow Steam Coasters Co., Lim., Glasgow.	Bunnahabain, Inlay.	Carrickfergus.	Grains ..	1	W. 4	10 miles S. by W. of Mull of Oa, Inlay.
6 Mar.	(No Name) .. 15 years.	Not registered	.. ..	Steam dredger, W.	About 80	No one on board.	.. ..	J. Fletcher, Kinghorn, Fifehire.	.. ..	.. ..	Ballast ..	—	W.S.W. 6	About 3 miles S.W. by S. of Fairway Buoy, entrance to River Tay.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

8 Mar.	"Boy" 14 years.	St. John, N.B.	..	..	..	Schooner, W.	80	4	D. Gilchrist	J. W. Keast, St. John, N.B.	St. John, N.B.	Boston, Mass.	Lumber ..	N.E. 9	..	About 25 miles S.S.W. of Martha's Vineyard, Mass., U.S.A., N. Atlantic.
14 Mar.	"Miranda" 24 years.	London	..	..	..	S.S., I.	536	16	F. Stothard	C. Wilkinon, Sunderland.	E. Harlepool	London ..	Coal, 2 stowaways.	W. 4	..	3 miles N.E. 1/2 N. of Sealthea, Yorkshire.
18 Mar.	"Beceyia" 21 years.	London	..	..	..	S.S., I.	607	17	L. C. Welch	Gordon Steam Shipping Co., Linn., London.	Tyne Dock ..	Pillau, Ger- many.	Coal ..	N by E. 10	4	Lat 56° 30' N., lon. 4° 20' E., North Sea.
23 Mar.	"Elyria" 19 years.	Germany	..	..	..	Schooner, W.	59	4	H. Bruns ..	L. Haymann & Son, Wyk, Ger- many.	Shields ..	Wyk, Ger- many.	Coal ..	N. 6	..	15 miles N.E. of Flambor- ough Head, Yorkshire.
29 Mar.	"Gleaner" 19 years.	Parrboro', N.S.	..	..	..	Schooner, W.	96	4	J. George	J. C. McDougall, Truro, N.S.	Parrboro', N.S.	St. John, N.B.	Coal ..	S.E. 7	..	4 miles N.W. of Isle Hants, Bay of Fundy.
5 Apr.	"Express" 60 years.	Not registered	..	..	..	Fishing smack, W.	7	1	R. Walton, Grimsby.		Wisbech ..	Grimsby ..	Ballast ..	W. 3	..	About 2 1/2 miles S.W. of Inner Drowning Buoy, off Lincolnshire.
7 April	"Oslo" New.	Bristol ..	..	..	..	S.S., Steel..	797	16	W. G. Whyatt ..	Bristol Steam Navigation Co., Linn., Bristol.	Cardiff ..	Hamburg	Coal and general, 1 passenger.	N.W. 10	8 (crew)	16 miles N. of Longships, Cornwall.
7 April	"Come on" 24 years.	Not registered	..	..	..	Fishing lugger, W.	20	None on board.	W. T. Maddren, Mousehole, Corn- wall.		(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	N.W. 10	..	Mount's Bay, Cornwall.
7 April	"Gygnet" Age unknown.	Not registered	..	..	..	Fishing lugger, W.	18	None on board.	R. Harvey ..	R. L. Harvey, Newlyn, Corn- wall.	(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	N.W. 10	..	Mount's Bay, Cornwall.
7 April	"Dart" 57 years.	Not registered	..	..	..	Fishing lugger, W.	15	None on board.	W. Bone, Newlyn, Cornwall.		(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	N.W. 10	..	Mount's Bay, Cornwall.
7 April	"Dewdrop" 28 years.	Not registered	..	..	..	Fishing lugger, W.	15	None on board.	T. P. Pollard ..	R. Pollard, sen., Newlyn, Corn- wall.	(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	N.W. 10	..	Mount's Bay, Cornwall.
7 April	"Joseph & Thomas" 65 years.	Bideford	..	..	..	Ketch, W.	48	3	B. Shazel, Bude, Cornwall.		Port Talbot	Penryn, Cornwall.	Coal ..	N.W. 10	2	Near Downend Point, Barn- stable Bay, Devonshire.
7 April	"Onward" Age unknown.	Not registered	..	..	..	Fishing lugger, W.	19	None on board.	P. James ..	F. Bidden, Porth- leven, Corn- wall.	(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	N.W. 10	..	Mount's Bay, Cornwall.
8 April	"Pride of the Lake" 40 years.	Liverpool	..	..	..	Fishing lugger, W.	21	None on board.	T. Cooper, Hoylake, Cheshire.		Moored at Hoylake.		Ballast ..	N.W. 8	..	Hoylake, Cheshire.
14 April	"Osceola" 9 years.	Charlottetown, P. E. I.	..	..	..	Brigantine, W.	297	7	W. Gordon	W. Gordon & J. McDonald Car- penter Bridge, P. E. I.	Halifax, N.S.	Jackson- ville, U.S.A.	Ballast, 2 passengers.	N. 12	..	Lat 55° 47' N., lon. 68° 22' W., N. Atlantic.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (1.) FOUNDERINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 14 April	"Lizzie" .. 38 years.	Runcorn ..	.. ..	Flat, W. ..	53	2	R. Pritchard ..	R. Evans, Carnarvon.	Liverpool ..	Portlacadin, Carnarvonshire.	Coal and guano.	—	E.N.E. 6	1 mile N.E. by N. of St. Orme's Head, Carnarvonshire.
21 April	"Bernard Barton" .. 59 years.	Bridgewater ..	.. ..	Schooner, W.	88	5	J. Woods ..	T. K. Ridler, Minehead, Somersetshire.	Chichester ..	Cardiff ..	Wheat ..	—	S.E. 9	About 30 miles S.W. of Lundy Island, Bristol Channel.
23 April	"Kadria" .. Age unknown.	British India (not registered.)	.. ..	Kotia, W...	About 50	7	Tindal Kasim Alla Rokka.	Mernnon Jossuff, Taru, Keti, Bombay.	Keti ..	Cochin ..	Unknown	—	E.S.E.	Indian Ocean.
11 May	"May" .. 29 years.	N. Shields ..	.. ..	Steam trawler, L.	10	4	J. Murray, jun. ..	J. Murray, sen., S. Shields.	Hartlepool ..	The Tyne	Ballast ..	—	N.N.E. 4	25 miles N.N.E. of Hartlepool, Durham.
19 May	"Brothers" .. 4 years.	Not registered	.. ..	Outter, W.	3	2	J. Davies, Portrush, Co. Antrim.		Portrush, for fishing.		Ballast ..	—	E. 6	Near entrance to Lough Foyle.
8 June	(No Name) .. 25 years.	Not registered	.. ..	Lugsail, W.	1	1	T. A. N. McGonigal, Exmouth, Devonshire.		Exmouth, for fishing.		Ballast ..	1	S.E. 3	Pole Sand, Exmouth, Devonshire.

## (2.) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1897. May 19.	"Secret" .. 21 years.	Sydney, N.S.W.	.. ..	Outter, W...	24	—	.. ..	C. M. H. Gladstones, Auckland, N.Z.	.. ..	.. ..	.. ..	—	—	Middle Island, New Hebrides.
10 Sept.	"Eliza D" .. 17 years.	St. John's, N.F.L.	.. ..	Schooner, W.	24		J. Glaveen ..	D. W. McVicer, Little Bay, N.F.L.	Fortune Harbour, N.F.L., for fishing.		Ballast ..	—	N.E. 10	Cape Mugford, Labrador.
15 Nov.	"Tria" .. 37 years.	Halifax, N.S.	.. ..	Fishing schooner, W.	23		A. Bonttler ..	E. J. Covey, Indian Harbour, N.S.	Halifax, N.S.	Cape Negro, N.S.	Ballast ..	—	—10	Cape Negro, Nova Scotia.
24 Nov.	"E. W. Forrest" .. 45 years.	Halifax, N.S.	.. ..	Schooner, W.	41		W. Stewart, Popo's Harbour, N.S.		Halifax, N.S.	Spry Bay, N.S.	Ballast ..	—	E. 9	Spry Bay, Nova Scotia.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

19 'ec	"Sarah" 48 years.	U.S.A. ..	..	..	..	..	Schooner. W.	54	—	..	..	Dennerville Lumber Co., Dennerville, Me., U.S.A.	Boston, Mass.	Lubec, Me.	Flour	..	—	—	Near Dark Harbour, Grand- manan, New Brunswick.
—	"Advance" 19 years.	Amherst, N.S.	..	..	..	..	Schooner, W.	55	—	..	..	J. A. Elliott, Pugwash, N.S.	..	..	..	..	—	—	St. Pierre, Miquelon.
1908. 10 Jan.	"Vinton" 9 years.	Weymouth, N.S.	..	..	..	..	Schooner, W.	94	6	A. H. Morton	..	D. M. Meisinger, Barton, Digby Co., N.S.	Bellevue Cove, N.S.	Boston, Mass.	Piling	..	6	N.W. 10	Deep Cove, Digby Co., Nova Scotia.
13 Jan.	"Ramprasad" 40 years.	British India (not registered).	..	..	..	..	Brig, W.	48	10	..	..	..	Goa ..	Dholera ..	Cocoanuta	..	—	—	6 miles from Dholera, Gulf of Cambay, W. coast of India.
9 Feb.	"Bahwanti" 26 years.	British India (not registered).	..	..	..	..	Muchwa, W.	16	6	..	..	..	Waroda ..	Belkari ..	Ballast	..	—	—	Between Devgad and Achra, Bombay, W. coast of India.
9 Feb.	"Fatie Kher" 6 years.	Native India	..	..	..	..	Kotia, W...	63	8	..	..	..	Porbandar ..	Callcut ..	Grain	..	—	—	Edwan, Bombay, W. coast of India.
10 Feb.	"Bipri Prasad" 53 years.	British India (not registered).	..	..	..	..	Padow, W.	44	9	..	..	..	Goa ..	Dholera ..	Cocoe-nuts	..	—	—	8 miles from Umbergaon, Bombay, W. coast of India.
10 Feb.	"Deviprasad" 14 years.	British India (not registered).	..	..	..	..	Sailing vessel, W.	9	5	..	..	..	Bankot ..	Malwan ..	Paddy, &c.	..	—	—	Palabeth, Bombay, W. coast of India.
10 Feb.	"Fathel Kher" 10 years.	Arabia ..	..	..	..	..	Bugalow, W.	71	15	..	..	..	Linga ..	Bombay ..	Ballast	..	—	—	Danda, Bombay, W. coast of India.
10 Feb.	"Lakhmiprasad" 5 years.	Native India...	..	..	..	..	Native craft, W.	77	8	..	..	..	Beypore ..	Veraval ..	Wood, &c.	..	—	—	Usarni, Bombay, W. coast of India.
10 Feb.	"Narayan Prasad" 14 years.	British India (not registered).	..	..	..	..	Padow, W.	9	5	..	..	..	Newty ..	Bankot ..	Cocoe-nuts	..	—	—	Karajgam, Bombay, W. coast of India.
10 Feb.	"Ruparel" 9 years.	Portugal	..	..	..	..	Padow, W.	40	6	..	..	..	Bombay ..	Mangrol ..	Bamboos, planks, &c.	4	—	—	4 miles from Dugdam, Bombay, W. coast of India.
10 Feb.	"Sathri" 15 years.	Portugal	..	..	..	..	Galbut, W.	27	9	..	..	..	Bombay ..	Naribandar	General	..	—	—	Usarni, Bombay, W. coast of India.
17 Feb.	"Yashwanti" 80 years.	British India (not registered).	..	..	..	..	Muchwa, W.	7	5	..	..	..	Jaygad ..	Hedvi ..	Bamboo pieces	..	—	—	Bhik bandar, Bombay, W. coast of India.
18 Feb.	"Husani" 26 years.	British India (not registered).	..	..	..	..	Muchwa, W.	5	6	..	..	..	Batnagiri ..	Pen ..	Ballast	..	—	—	Murva Creek, Bombay, W. coast of India.
20 Feb.	"Fédération" 9 years.	France ..	..	..	..	(c) B. Var. I. Divi- sion 3/A L.I.I. from 3.85 (b) 7.97.	Barque, 340 Boat.	104	—	— Mary	..	Brueilmère frères, Nantes, France.	Noel BA, Madagascar.	False Point, Bengal.	Ballast	..	—	—	Providence Island, Mauritius.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2.) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 20 Feb.	"Latifah" 15 years.	British India (not registered).	..	..	28	1	..	..	Kurrachee ..	Mandvi ..	Bajri ..	—	—	Sir Creek, Sind, W. coast of India.
— Feb.	"Ellen Eliza" 28 years.	Arichat, N.S.W.	..	Schooner, W.	21	3	M. Murphy	J. Keefe, jun., Point Michéan, N.S.	Arichat for fishing.	..	Ballast ..	—	—	Gabarus, Nova Scotia.
14 Mar.	"Glengarry" 22 years.	Melbourne, Victoria.	..	Schooner, W.	47	4	T. P. Thompson	Footscray, Victoria.	Melbourne ..	Snowy River, Victoria.	General ..	—	W. 9	Marlo, entrance to Snowy River, Victoria.
22 Mar.	"Mahadeo" Age unknown.	British India (not registered).	..	Muchwa, W.	9	7	..	..	Bombay ..	Revdanda ..	Ballast ..	—	—	Kennery Island, Bombay, W. coast of India.
26 Mar.	"Florida" 3 years.	St. George's, Grenada.	..	Sloop, W. ..	17	4	J. B. Joseph	Carrisaon, Grenadines, B.W.I.	St. George's, for coasting.	..	Salt ..	—	N.E.	Grenada, British West Indies.
2 April	"Harriett" 19 years.	Freemantle, W.A.	..	Schooner, W.	40	5	— Schroder	N. W. Australian Mercantile Co. Cossack, W.A.	Moored in Cossack Creek, W.A.	..	General ..	—	E. 11	Near Cossack, Western Australia.
7 April	"Lady Becks" 32 years.	Georgetown, Demerara.	..	Sloop, W. ..	16	—	..	J. A. Palrandean, Georgetown, Demerara.	..	..	..	—	—	Bar of Cayenne River, French Guiana.
20 April	"Hariprasad" 40 years.	British India (not registered).	..	Batel, W. ..	34	8	..	..	Cambay ..	Bombay ..	Tobacco & Wheat.	—	—	Month of R. Mahi, Gulf of Cambay, W. coast of India.
20 April	"Imbel" 7 years.	Sydney, N.S.W.	..	Schooner, W.	69	5	T. Allen	A. W. R. Settree, Balmaln, N.S.W.	Wollongong, N.S.W.	Port Macquarie, N.S.W.	Timber ..	—	N.E. 7	Crondy Bay, New South Wales.
20 April	"Sugarsam" 10 years.	Native India ..	..	Native craft, W.	30	5	..	..	Jodiya ..	Bombay ..	Wheat ..	—	—	Near Chankh, Gulf of Cutch, W. coast of India.
27 April	"Daria Dowlat" 48 years.	British India (not registered).	..	Padow, W.	31	6	..	..	Navsari ..	Bombay ..	Bones ..	—	—	Navsari, Bombay, W. coast of India.
4 May	"Coral" 22 years.	Sydney, N.S.W.	..	Ketch, W.	60	5	M. Driscoll	Balmaln, N.S.W.	Cape Hawke, N.S.W.	Sydney, N.S.W.	Timber ..	—	W. 9	North Head, Port Stephens, New South Wales.
6 May	"Ethel" 14 years.	Newcastle, N.S.W.	..	S.S., W. ..	22	6	C. Peterson	P. Oallen, Stockton, N.S.W.	Port Stephens, towing.	..	..	—	S.E. 10	Shoal Bay, Port Stephens, New South Wales.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

6 May	"Philip Palfrey" 6 years.	Sydney, N.S.W.	..	..	Schooner, W.	96	6	F. W. Merritt ..	A. W. R. Settee, Balmain, N.S.W., and A. E. Ellis, Camden Haven, N.S.W.	Nambucca, N.S.W.	Sydney, N.S.W.	Hardwood	—	W. S	McLeay River entrance, New South Wales.
11 May	"Queen" 11 years	St. George's, Grenada	..	..	Schooner, W.	36	7 and pilot	— Allen ..	W. T. Mahon, Barbados	Grenville, Grenada	Westerhall Bay.	Ballast ..	—	—	Grenada, West Indies.
14 May	"Ariel" 23 years	Adelaide, S.A.	..	..	Ketch, W.	17	3	J. Cowen ..	Frioker & Co., Port Adelaide, S.A.	Port Lincoln, S.A.	South Wedge Island.	Ballast ..	—	N. 9	Wedge Island, S. Australia.
16 May	"Bahiman" Age unknown.	British India, (not registered).	..	..	Country craft (Sailing), W.	7	4	.. ..	.. ..	Nagathna ..	Bombay ..	Firewood, grain, and pulse.	—	—	Bewas, Karaula Creek Bombay, W. coast of India.
19 May	"Wanderer" 37 years.	Auckland, N.Z.	..	..	Cutter, W.	23	3	G. Frost ..	R. Smith, Waikato, Auckland, N.Z.	Ngunguru, N.Z.	Auckland, N.Z.	Coal ..	—	E. equally.	Near Marden Point, Whan- garei, N. Island, New Zealand.
20 May	"Anne J. Carter" 9 years.	St. John's, N.F.L.	..	..	Schooner, W.	79	5	A. Keeping ..	J. Baird, St. John's, N.F.L.	Sydney, C.B.	Port au Port, N.F.L.	Coal ..	—	N.E. 9	Bay St. George, Newfound- land.
21 May	"Putton" 40 years	"British India" (not registered)	..	..	Dinghy, W.	3	2	.. ..	.. ..	Kotesar ..	Sirgunda ..	Ballast, 13 passengers.	—	— 10	Sir Creek, Sind, W. coast of India.
23 May	"Gwendoline" 26 years.	Antigua ..	..	..	Sloop, W...	16	5	P. Tuit ..	T. Tuit, Mont- serrat, W.I.	Plymouth, Montserrat.	Carrs Bay, Montserrat.	Ballast ..	—	Calm	W. coast of Montserrat, West Indies.
1 June	"Jakoot" New.	Victoria, B.C.	..	..	S.S., W. ..	366	25 and pilot	J. A. McLennan ..	Klondike Mining Trading and Transport Cor- poration, Lim., London.	Victoria, B.C.	Mary Island, Alaska.	Ballast ..	—	S.W. 1	Kum-ee-ion Bay, British Columbia.
6 June	"Kim Sen Huat" New.	Singapore ..	..	..	Schooner, W.	73	6	Nung Chee ..	Lee Tye, Singa- pore.	Tebing Tingy.	Singapore.	Firewood	—	—	Tebing Tingy, near Siak, Sumatra.
9 June	"Morning Star" 3 years.	Basseterre, St. Kitts	..	..	Sloop, W...	10	—	.. ..	W. E. Veira, St. Christopher, W.I.	.. ..	.. ..	.. ..	—	—	St. Croix, West Indies.
12 June	"Grafton" 44 years	Dunedin, N.Z.	..	..	S.S., L. ..	322	23	H. A. Morrisby ..	Union S.S. Co., Lim., Dunedin, N.Z.	Melbourne.	Sirahan, Tasmania.	General 50 passengers.	—	W.N.W.	Macquarie Harbour Bar, Tasmania.
13 June	"I.O.U." 16 years	Nassau, N.P.	..	..	Schooner, W.	19	5	H. G. Rolle ..	C. R. Pettall, Nassau, N.P.	Nassau, N.P. on a sponging voyage.	.. ..	Ballast ..	—	E.N.E. 3	Tinker Rock, Andros Island, Bahama.
17 June	"Dolatpasa" 10 years.	Native India ..	..	..	Native craft, W.	38	5	.. ..	.. ..	Calicut ..	Dwarka ..	Timber logs, bamboos, &c.	—	— 10	Baidi, Bombay, W., coast of India.
18 June	"Grecian Band" 25 years.	Windor, N.S.	..	..	Schooner, W.	188	7	E. Berganson ..	A. E. Shaw, Windor, N.S.	Cheverie, N.S.	Weymouth, Mass.	Plaster rock.	—	S.W. 9	Old Orchard, Maine, U.S.A.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2.) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, or Date of last Survey.	Description of Vessel, whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898 2 July	"Spinaway" 23 years.	..	..	Spritsail Barge, W.	46	2	W. Gilbert	G. W. Gill, Rochester.	Ipswich	London	Bricks, 1 passenger.	—	N.W. 1.	Swin Spitway, Thames Estuary.
15 July	"L. O. Haley" 7 years.	..	..	Schooner, W.	43	3	N. Boyd, Yarmouth, N.S.	..	Halifax, N.S.	Yarmouth, N.E.	Coke	—	N. 4	Entrance Schooner Passage, Tusket Islands, Nova Scotia.
16 July	"Emilia" 30 years.	..	(a) B. Ver. O.I. 93, 111 from 9/97. (b) 9/97.	Barque, Composite.	769	17	L. d'Almeida	J. A. Ferreira & Co., Lisbon, Portugal.	Delagoa Bay	Barbadoes, for orders.	Ballast	—	N.W. 9	Thunderbolt Reef, near Algoa Bay, Cape Colony.
16 July	"James Brown" 7 years.	..	..	Brigantine, W.	267	8	J. F. Chase	E. W. Everett, Plymouth, N.S.	Trinidad	New York	Asphalte	—	—	Long Point, St. Croix, West Indies.
17 July	"Glen Tilt" 16 years.	..	(a) I.I. 100 A1 (b) 9/97.	S.S. I. ..	276	13	J. S. Scorgie	Aberdeen, New- castle & Hull Steam Co., Ltd., Aberdeen.	Hull	Stockton- on-Tees.	Wheat and maize.	—	E. 3	Kettleness Point, Yorkshire.
18 July	"Liffey" 13 years.	..	..	Brigantine, W.	102	6	P. Simonsen	B. Corrigan, Sydney, N.S.W.	Wolongong, N.S.W.	Richmond River, N.S.W.	Coal and lime.	—	S.W. 4	N. Head, Richmond River, New South Wales.
20 July	"Helen" 12 years.	..	..	Sloop, I. ..	55	1	E. Behenna	T. B. Provia, St. Mawes, Cornwall.	Loading on Contrive Beach, near Coverack, Cornwall.	Contrive Beach, near Coverack, Cornwall.	Stone	—	S.E. 7	Contrive Beach, near Coverack, Cornwall.
20 July	"Wendouree" 16 years.	..	..	S.S. Steel..	1,068	—	J. W. Roberts	Huddart Parker, & Co., Pro- viders, Ltd., Melbourne.	Newcastle, N.S.W.	Port, Ade- laid, S.A.	Coal	—	—	Oyster Bank, Newcastle, New South Wales.
22 July	"Thomas Forbes" 13 years.	Not registered	..	Smack, W.	3	2	E. I. Davies, Torry, Aberdeen.	..	Aberdeen, for fishing.	..	Ballast	—	S.S.E. 7	7 miles N. of Aberdeen, Aberdeenshire.
24 July	"Ana Jacinta" Age unknown.	..	..	Schooner, W.	157	12	J. Boethondt	J. Crespo, Curacao.	Curacao	Campesche, Mexico.	General	—	N.E.	Bear Bush Cay, Jamaica, West Indies.
24 July	"Inheritance" 9 years.	..	..	Sloop, W...	11	5	T. Douglas, Port Castries, St. Lucia.	..	Kingsdown, St. Vincent.	Castries, St. Lucia.	Provisions & cattle, 2 passen- gers.	—	—	Near Don Diego, Republic of Colombia.
27 July	"Laxmiprasad" Age unknown.	..	..	Native craft, W.	10	..	..	..	Bavliar, Bhatia.	Bhavnagar	Firewood, 5 passen- gers.	—	— 10	Bavliar Bhatia, Gulf of Cambay, W. coast of India.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Vessel	Age	Not registered	Registered	Owner	Master	Passengers	On board	Loss	Location	Notes	Direction
28 July	"Haldie"	6 years	..	..	Not registered	..	..	3	Cutter (yacht), W.	..	..	Near Coast Guard Station, Bangor, Co. Down.
28 July	"Petrel"	15 years	..	Not registered	..	..	..	16	Lugger, W.	..	..	Entrance to Hopeman Harbour, Morayshire.
29 July	"Agnes"	33 years	..	Norway	..	..	..	266	Brig, W.	..	..	Rocks off Thorntonlock near Dunbar, Haddingtonshire.
9 July	"Scotch Lassie"	21 years	..	Not registered	..	..	..	15	Lugger, W.	..	..	Outside entrance to Lossiemouth Harbour, Elginshire.
29 July	"Youngest"	17 years	..	Not registered	..	..	..	30	Lugger, W.	..	..	Near entrance to N. Harbour, Peterhead, Aberdeenshire.
30 July	"Ipsden"	8 years	..	W. Hartlepool	..	..	..	1120	S.S., Steel..	..	..	E. point of Belle Amour, 7 miles N.W. of Greenby Is., Straits of Belle Isle, Labrador.
31 July	"Jessie Sinclair"	19 years	..	Sydney, N.S.W.	..	..	..	74	Ketch, W.	..	..	Port Macquarie Bay, New South Wales.
— July	"Venus"	20 years	..	Port Louis, Mauritius	..	..	..	134	Schooner, W.	..	..	Maranetra, Madagascar.
4 Aug.	"Bessie"	21 years	..	Liverpool	..	..	..	24	Steam flat, W.	..	..	Entrance to Canada Basin, R. Mersey; subsequently beached 4 mile Northward of Seaford Battery, Lancashire.
5 Aug.	"Aggravator"	33 years	..	Liverpool	..	..	..	57	S.S., W.	..	..	Port Nigel, Carnarvonshire.
5 Aug.	"Frithjof"	45 years	..	Norway	..	..	..	151	Schooner, W.	..	..	W. Bank of River Olwyd, entrance to Rhyll Harbour.
5 Aug.	"Pearl"	28 years	..	Not registered	..	..	..	13	Yawl (yacht), W.	..	..	Near Southsea Castle, Hampshire.
5 Aug.	"Secret"	24 years	..	Lanncoston, Tas.	..	..	..	21	Ketch, W.	..	..	Eastern Bay, Port Albert, Victoria.
5 Aug.	"Swallow"	30 years	..	Not registered	..	..	..	About 4	Cutter (yacht), W.	..	..	Near Southsea Castle, Hampshire.
6 Aug.	"Reaper"	18 years	..	St. John, N.F.L.	..	..	..	55	Schooner, W.	..	..	Sunken rock off coast of Labrador.

### SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

**(2) STRANDINGS—cont.**

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1897. 7 Aug.	"Francesco Crispi" 32 years.	Italy ..	(a) B. Ver. I Div. 3/3 A. I. 1. from 4.98. (b) 5.93.	S.S., I. ..	1,321	22	D. Guifre ..	D. De Stefano, Messina, Italy.	Blyth ..	Palermo ..	Coal ..	—	E.N.E. 5	Shipwash Sand, off Suffolk.
8 Aug.	"Saraband" 32 years.	Not registered	.. ..	Schooner (yacht), W.	15	None on board.	A. McKinnar ..	J. Watt, Glasgow	Moored at Kames, W. Kyles of Bute.	..	Ballast ..	—	S. 8	Powder Mills Pier, Kames, W. Kyles of Bute.
17 Aug.	"Magrie Sinclair" 20 years.	Not registered	.. ..	Smack, W.	About 10	4	W. Halden ..	W. Girvan, Girvan	Girvan to Ailsa Craig, on a pleasure trip.	..	Ballast ..	—	N.W. 2	Ailsa Craig, Firth of Clyde.
18 Aug.	"Louisa Dorroch" 34 years.	Beaumaris ..	.. ..	Smack, W.	12	None on board.	T. Staples ..	Corporation of Beaumaris, Anglesey.	Moored at Beaumaris.	..	Ballast ..	—	N.E. equally.	Beaumaris, Anglesey.
18 Aug.	"Robert" 33 years.	Rochester ..	.. ..	Barge, W.	36	2	T. Lambkin ..	O. Dan, Faversham.	Loading at Leigh, Essex	..	Sand ..	—	E. 5	Leigh, Essex.
18 Aug.	"Vine" .. About 11 years.	Not registered	.. ..	Pleasure cutter, W.	5	None on board.	.. ..	G. Downey, Devonport.	Moored in Cawsand Bay	..	Ballast ..	—	E. 7	Cawsand Bay, Plymouth Sound.
19 Aug.	(No Name) .. New.	Not registered	.. ..	Steam launch, W.	5	2	J. Mitcheson ..	W. F. Snowdon, Newcastle-on-Tyne.	Newcastle-on-Tyne.	Sunderland	Boiler compartment.	—	S.E. 6	Whitburn Steel, Durham.
20 Aug.	"Jos. C. Morgan" 32 years.	Shetburne, N.S.	.. ..	Schooner, W.	37	4	G. Cook ..	Mrs. M. Cook, Liverpool, N.S.	Lockport, N.S.	..	General ..	—	Calm	Black Rock, La Have, Nova Scotia.
20 Aug.	"Toledo" .. 16 years.	Sunderland ..	(a) Ll. 100 A. 1. Spardeck (b) 12.97.	S.S., I. ..	1,818	23	J. Wishart ..	J. Tully, Sunderland.	Galveston ..	Rotterdam	General ..	—	Variable 1	Western Rocks, Scilly Islands.
21 Aug.	"Baron Ardrossan" 17 years.	Cardiff ..	(a) Ll. 100 A. 1. (b) 3.98.	S.S., I. ..	841	16	W. M. Cove ..	E. Rowe, Cardiff	Glasgow ..	St. Malo ..	Coal, 3 passengers.	—	E.S.E. 1	Off Pen Cleary Point, Pembrokeshire.
22 Aug.	"Le Courier d'Anconcy" 7 years.	Port Louis, Mauritius.	.. ..	Schooner, W.	40	6	.. ..	A. Auzard, Mahébourg, Mauritius.	Mahébourg, Mauritius.	Port Louis, Mauritius.	Sugar ..	—	—	Beefs off Canoniers Point, Mauritius.
23 Aug.	"Cathaya" .. 35 years.	London ..	(a) Ll. resd. for 9 years A. 1. from 12.83. (b) 3.53	Barque, W.	790	14	J. Collie ..	J. I. Jacobs, London.	Cardiff ..	Para, Brazil	Coal ..	—	E.S.E. 4	Onflying shoals eastward of Cape Gurupi, Brazil.
23 Aug.	"Thomas" .. 60 years.	Liverpool ..	.. ..	Ketch, W.	64	4	W. Evans ..	W. Williams, Holyhead.	Holyhead ..	Liverpool	Ballast ..	—	W. 3	Near Formby Point, Lancashire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

	"Victoria" .. 1 year.	Not registered	..	..	Fishing boat, W.	2	2	G. McMullin, Port Ballintrae, Co. Antrim.	Port Ballintrae, for fishing	Ballast ..	N.	Willie's Point, Port Ballin- trae, Co. Antrim.
23 Aug.	"L. M. Smith" 14 years.	Windsor, N.S.	..	..	Barque- time, W.	579	8	A. Harvey ..	Miragvane, Hayth.	Logwood ..	N.E. 9	White Cay, Wadling's Island, Bahamas.
25 Aug.	"Lillian" .. 26 years.	Trinidad	..	..	Barque, W.	564	9	C. C. Delano ..	New York ..	Timber, 1 passenger.	S.W. 5	Long Island Sound, U.S.A.
27 Aug.	"Firth of Oro- marty" 10 years.	Glasgow	..	(a) 11 $\frac{1}{2}$ 100 AL (b) 8.88	Barque, Steel	1,399	23	J. Nelson ..	Glasgow ..	General ..	W.S.W. 8	Bloody Point, near Corse- wall Point, Wigtownshire.
29 Aug.	"Sam Waller" 24 years.	Cardiff ..	..	(a) 11 $\frac{1}{2}$ 90 AL (b) 8.88	S.S., I. ..	964	19	F. Deacon ..	Swansea ..	Coal ..	W.S.W. 3	Camelle Bay, near Oape Villano, Spain.
29 Aug.	"Serpentine" 18 years.	Not registered	..	..	Steam yacht, W.	6	3	J. G. Lennie ..	Cruising in Firth of Forth.	Ballast ..	N.W. 8	E. end of Gullane Bay, Haddingtonshire.
30 Aug.	"Magic" .. Age unknown.	Not registered	..	..	Outter (W. a ch t),	3	None on board.	S. Smith, Heeswall, Cheshire.	Moored at Heeswall.	Ballast ..	W.N.W. 8	Heeswall, Cheshire.
30 Aug.	"Up Guards" .. Age unknown.	Not registered	..	..	Jigger (W. a wler),	2	None on board.	E. Murray ..	Moored at Parkgate.	Ballast ..	N.W. 8	Parkgate, Cheshire.
31 Aug.	"Ingo" .. 23 years.	Russia ..	..	..	Brigantine, W.	139	7	O. Ottmann, Curland, Russia.	Riga ..	Timber ..	Calm	Shingles Bank, Solent.
— Aug.	"C. O. Funk" 16 years.	U.S.A. ..	..	..	Barquen- time, W.	513	10	—Neeson.. ..	Puget Sound, U.S.A.	Timber, 3 passengers.	—	N. E. coast of Flinder's Island, Tasmania.
2 Sept.	"Achilles" .. 43 years.	Scarborough ..	..	..	Ketch, W.	54	3	J. Lough, Eyemouth, Berwickshire.	Eyemouth ..	Ballast ..	S.E. 3	Black Dyke Rocks, near Newbiggin, Northumber- land.
6 Sept.	"Jane Kelsall" 17 years.	N. Shields	..	(a) 11 $\frac{1}{2}$ 100 AL (b) 1.98	S.S., I. ..	1,180	21	A. Petersen ..	W. Balls, N. Shields.	Wheat ..	Calm	Near Lister Lighthouse, Norway.
7 Sept.	"Bee Hive" 38 years.	Douglas, Isle of Man.	..	..	Smack, W.	30	3	H. Kelly ..	Weston Point	Salt ..	—	Arranman's Barrels, Argyll- shire.
7 Sept.	"Emily Eliza" 33 years.	Portsmouth ..	..	..	Brigantine, W.	144	6	H. Gardner ..	Portsmouth	Whiting and whit- ing sand.	S.E. 2	Smalls Rocks, St. George's Channel.
7 Sept.	"Boasdu" .. 24 years.	London	..	(a) 11 $\frac{1}{2}$ 100 AL (b) 1.98	Barque, I.	1,228	24	J. Isbister ..	Newcastle, N.S.W.	Coal ..	S. 3	Gatlico, Chilli.
8 Sept.	"Earl of Hope- town," 6 years.	Glasgow	..	(a) 11 $\frac{1}{2}$ 100 AL (b) 9.97	Ship, Steel	1,790	27	W. Rowley ..	Philadelphina, U.S.A.	Kerosine ..	E.S.E. 5	Off Pulo Jelaka, Macolesfield Channel, Java Sea.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood	Tons	Crew	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Passengers (if any)	No. of Lives Lost	Wind	Place of Casualty
19 Aug. 7 Aug.	"Francesco Crispi" 32 years.	Italy ..	(a) B. Ver. 1 Div. 3/3 A. L. 1. from 4/98. (b) 5/98.	S.S., I. ..	1,321	22	D. Guilfré	D. De Stefano, Messina, Italy.	Blyth ..	Palermo ..	Coal ..	—	E.N.E. 5	Shipwash Sand, off Suffolk.
8 Aug.	"Saraband" 32 years.	Not registered	.. ..	Schooner (yacht), W.	15	None on board.	A. McKinnar ..	J. Watt, Glasgow	Moored at Kames, W. Kyle of Bute.	..	Ballast ..	—	S. 8	Powder Mills Pier, Kames, W. Kyle of Bute.
17 Aug.	"Maggie Sinclair" 20 years.	Not registered	.. ..	Smack, W.	About 10	4	W. Halden ..	W. Girvan, Girvan	Girvan to Allas Craig, on a pleasure trip.	..	Ballast ..	—	N.W. 2	Allas Craig, Firth of Clyde.
18 Aug.	"Louisa Dorroch" 31 years.	Beaumaris ..	.. ..	Smack, W.	12	None on board.	T. Staples ..	Corporation of Beaumaris, Anglesey.	Moored at Beaumaris.	..	Ballast ..	—	N.E. squally.	Beaumaris, Anglesey.
18 Aug.	"Robert" 33 years.	Rochester ..	.. ..	Barge, W.	36	2	T. Lambkin ..	O. Dan, Faversham.	Loading at Leigh, Essex	..	Sand ..	—	E. 5	Leigh, Essex.
18 Aug.	"Vine" .. About 11 years.	Not registered	.. ..	Pleasure cutter, W.	5	None on board.	.. ..	G. Downey, Devonport.	Moored in Cawsand Bay	..	Ballast ..	—	E. 7	Cawsand Bay, Plymouth Sound.
19 Aug.	(No Name) .. New.	Not registered	.. ..	Steam launch, W.	5	2	J. Mitcheson ..	W. F. Snowdon, Newcastle-on-Tyne.	Newcastle-on-Tyne.	Sunderland	Boiler compartment.	—	S.E. 6	Whitburn Steel, Durham.
20 Aug.	"Jos. C. Morgan" 32 years.	Shelburne, N.S.	.. ..	Schooner, W.	37	4	G. Cook ..	Mrs. M. Cook, Lockport, N.S.	Lockport, N.S.	Liverpool, N.S.	General ..	—	Calm	Black Rock, La Hava, Nova Scotia.
20 Aug.	"Toledo" .. 16 years.	Sunderland ..	(a) Ll. 100 A.L. Spardeck. (b) 12/97.	S.S., I. ..	1,318	23	J. Wishart ..	J. Tully, Sunderland.	Galveston ..	Rotterdam	General ..	—	Variable 1	Western Rocks, Solly Islands.
21 Aug.	"Baron Ardrossan" 17 years.	Cardiff ..	(a) Ll. 100 A.L. (b) 3/98.	S.S., I. ..	841	16	W. M. Cove ..	E. Rowe, Cardiff	Glasgow ..	St. Malo ..	Coal, 3 passengers.	—	E.S.E. 1	Off Pen Clegyr Point, Pembrokeshire.
22 Aug.	"Le Courier d'Angoucy" 7 years.	Port Louis, Mauritius.	.. ..	Schooner, W.	40	6	.. ..	A. Antard, Mahébourg, Mauritius.	Mahébourg, Mauritius.	Port Louis, Mauritius.	Sugar ..	—	—	Reefs off Canonniers Point, Mauritius.
23 Aug.	"Cathaya" .. 30 years.	London ..	(a) Ll. resid. for 9 years A.L. from 12/98. (b) 6/98.	Barque, W.	790	14	J. Collie ..	J. I. Jacobs, London.	Cardiff ..	Para, Brazil	Coal ..	—	E.S.E. 4	Outlying shoals eastward of Cape Gurupi, Brazil.
23 Aug.	"Thomas" .. 60 years.	Liverpool ..	.. ..	Ketch, W.	64	4	W. Evans ..	W. Williams, Holyhead.	Holyhead ..	Liverpool	Ballast ..	—	W. 2	Near Formby Point, Lancashire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

23 Aug.	"Victoria" .. 1 year.	..	Not registered	..	..	Fishing boat, W.	2	2	G. McMullin, Port Ballintrae, Co. Antrim.	Port Ballintrae, for fishing	Ballast ..	N.	Willie's Point, Port Ballintrae, Co. Antrim.
25 Aug.	"L. M. Smith" 14 years.	..	Windsor, N.S.	..	(a) B. Ver. 33, A. 11. for 5 years from 10.95 (b) 197.	Barquentine, W.	579	8	A. Harvey ..	Mitragvane, Haytl.	Logwood ..	N.E. 9	White Cay, Wadings Island, Bahamas
25 Aug.	"Lillian" .. 25 years.	..	Trinidad	..	..	Barque, W.	564	9	C. C. Delano ..	New York ..	Timber, 1 passenger.	S.W. 5	Long Island Sound, U.S.A.
27 Aug.	"Firth of Cromarty" 10 years.	..	Glasgow	..	(a) LL 100 AL (b) 8.95	Barque, Steel.	1,399	23	J. Nelson ..	Glasgow ..	General ..	W.S.W. 8	Bloody Point, near Corse- wall Point, Wigtownshire.
29 Aug.	"Sam Waller" 24 years.	..	Cardiff ..	..	(a) LL 80 AL (b) 8.95	S.S., I. ..	964	19	F. Deacon ..	Swansea ..	Coal ..	W.S.W. 2	Carnelle Bay, near Cape Villano, Spain.
29 Aug.	"Serpolette" 16 years.	..	Not registered	..	..	Steam yacht, W.	6	2	J. G. Lennie ..	Cruising in Firth of Forth.	Ballast ..	N.W. 8	E. end of Gullane Bay, Haddingtonshire.
30 Aug.	"Magic" .. Age unknown.	..	Not registered	..	..	Cutter (yacht), W.	3	None on board.	S. Smith, Heswall, Cheshire.	Moored at Heswall.	Ballast ..	W.N.W. 8	Heswall, Cheshire.
30 Aug.	"Up Guards" Age unknown.	..	Not registered	..	..	Jigger (trawler), W.	2	None on board.	E. Murray ..	Moored at Parkgate.	Ballast ..	N.W. 8	Parkgate, Cheshire.
31 Aug.	"Ingo" .. 23 years.	..	Russia ..	..	..	Brigantine, W.	139	7	O. Ottmann, Curland, Russia.	Riga ..	Timber ..	Calm	Shingles Bank, Solent.
— Aug.	"O. C. Funk" 16 years.	..	U.S.A. ..	..	..	Barquentine, W.	513	10	—Nessen.. ..	Puget Sound, U.S.A.,	Timber, 3 passengers.	—	N.E. coast of Flinder's Island, Tasmania.
2 Sept.	"Achilles" .. 43 years.	..	Scarborough ..	..	..	Ketch, W.	54	3	J. Lough, Eyemouth, Berwickshire.	Eyemouth ..	Ballast ..	S.E. 3	Black Dyke Rocks, near Newbiggin, Northumber- land.
6 Sept.	"Jane Kelsall" 17 years.	..	N. Shields	..	(a) LL 100 AL (b) 8.95	S.S., I. ..	1,180	21	A. Petersen ..	Philadelphia	Wheat ..	Calm	Near Lister Lighthouse, Norway.
7 Sept.	"Bee Hive" 33 years.	..	Douglas, Isle of Man.	..	..	Smack, W.	30	3	H. Kelly ..	Weston Point	Salt ..	—	Arranman's Barrels, Argyll- shire.
7 Sept.	"Emily Eliza" 33 years.	..	Portsmouth ..	..	..	Brigantine, W.	144	6	H. Gardner ..	Portsmouth	Whiting and whit- ing sand.	S.E. 2	Smalls Rocks, St. George's Channel.
7 Sept.	"Rosethu" .. 24 years.	..	London	..	(a) LL 100 AL (b) 1.95	Barque, I.	1,238	24	J. Isbister ..	Newcastle, N.R.W.	Coal ..	S. 3	Gaticco, Chilli.
8 Sept.	"Earl of Hope- town," .. 6 years.	..	Glasgow	..	(a) LL 100 AL (b) 9.97.	Ship, Steel	1,790	27	W. Rowley ..	Philadelphia, U.S.A.	Kerosine ..	E.S.E. 5	Off Pulo Jalaka, Macaolesfield Channel, Java Sea.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 17 Dec.	"Ruparel" .. 15 years.	Native India..	.. ..	Padon, W.	40	7	Hussan Poona ..	Bhadela Hussan Poona, Novabundar, Judghar, Kattyawar.	Goa ..	Colombo ..	Tiles ..	—	—	Off Mt. Delly, Malabar Coast, W. coast of India.
22 Dec.	"Fleetwing" .. 28 years.	Aberystwith ..	.. ..	Dandy, W.	31	2	H. Davies, New Quay, Cardiganshire.	Swansea ..	Swansea ..	New Quay, Cardiganshire.	Culm ..	—	S.W. 7	Near Helwick Sands, Glamorganshire.
26 Dec.	"Serpent" .. 7 years.	Nassau, N.P. ..	.. ..	Schooner, W.	15	4	F. Clarke ..	F. Bullard, Nassau, N.P.	Kingston, Jamaica.	Port Antonio, Jamaica.	General ..	1	Whirlwind.	Galena Point, Jamaica, West Indies.
28 Dec.	"William & James" .. Age unknown.	Not registered	.. ..	Yawl, W. ..	12	5	W. Eaton, Arbroath, Forfarshire.	Arbroath, for fishing.	Arbroath, for fishing.	Arbroath, for fishing.	Ballast ..	—	S.W. 9	3 miles S. by W. of Bell Rock, off Fifehire.
27 Dec.	"Vindobala" .. 18 years.	London ..	(a) L.L. 100 AL. (b) 10.98.	S.S., L ..	1,167	24	M. Clarke ..	J. A. Salton and A. M. Curzon, London.	Rouen ..	Philadelphia.	Ballast ..	1	W.N.W. 8	Lat. 50° 30' N., lon. 30° 30' W., N. Atlantic.
30 Dec.	"Fattah Berman" .. 7 years.	Arabia ..	.. ..	Bugalow, W.	140	24	.. ..	.. ..	Bussorah ..	Kurrachee.	Dates ..	1	— 10	Kurrachee, Sind, W. coast of India.
30 Dec.	"Khatanpass" .. 9 years.	British India (not registered)	.. ..	Sailing vessel, W.	47	6	.. ..	.. ..	Veraval ..	Porbander	Cotton seeds, &c., 1 passenger.	1	— 13	Near Ratia, Kathiawar, W. coast of India.
— Dec.	"Marys" .. Age unknown.	Roseau, Dominica, W.I.	.. ..	Schooner, W.	45	5	C. Peters ..	L. H. Berard, Roseau, Dominica.	Moored in port of Roseau, Dominica.	.. ..	Ballast ..	—	—	Charlotte Ville Bay, Roseau, Dominica, West Indies.
—	"Village Belle" .. 4 years.	Montego Bay, Jamaica.	.. ..	Schooner, W.	34	7	E. Ebank ..	H. I. Ebank, Grand Cayman, W.I.	Key Antilles	Grand Cayman.	Ballast, 3 passengers.	7 (4 crew and 3 passengers).	—	About 50 miles off Grand Cayman, Caribbean Sea.
1889. 2 Jan.	"Glad Tidings" .. 6 years.	Lunenburg, N.S.	.. ..	Schooner, W.	99	7	F. Spindler ..	C. E. Kauback, Lunenburg, N.S.	Turks Island	Lunenburg, N.S.	Salt ..	—	S.W. 10	Lat. 41° 10' N., long. 61° 10' W., N. Atlantic.
2 Jan.	"Wooler" .. 8 years.	London ..	(a) L.L. 100 AL. (b) 9.98.	S.S., Steel..	1,543	23	A. S. Oole ..	W. J. Young, London.	Barry Dock	Las Palmas	Coal ..	19	S.W. 10	About 100 miles N.W. of Uthant, N. Atlantic.
3 Jan.	"Rhyney" .. 17 years.	Cardiff ..	(a) L.L. 100 AL. (b) 4.98.	S.S., L ..	821	18	J. Fox ..	P. Morel, Cardiff	Bilbao ..	Cardiff ..	Iron ore, 2 passengers.	—	W. to N.W.	Lat. 40° 18' N., long. 6° 41' W., Bay of Biscay.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

5 Jan.	"Gallina," 21 years.	W. Hartlepool	(a) LL $\frac{1}{2}$ 100 AL. (b) 7.98	S.S., I.	1,135	22	E. Frankland ..	J. Lilly, W. Har- tlepool.	Philadelphia	Moss and Christiania	Grain ..	—	Variable 10.	Lat. 49° 57' N., lon. 28° 50' W., N. Atlantic.
12 Jan.	"Canford," 10 years.	St. John's, N.F.L.	.. ..	Schooner, W.	98	7	H. Pike ..	E. Penny & Son, Carden, N.F.L.	Cadiz ..	St. John's, N.F.L.	Salt ..	—	W.N.W. 9	Lat. 49° 43' N., lon. 33° 30' W., N. Atlantic.
12 Jan.	"Glendower," 17 years.	Leith ..	(a) LL $\frac{1}{2}$ 100 AL. Star deck. (b) 11.98	S.S., I.	1,907	23	A. A. Honeyman	Lindsay, Grace & Co., New- castle-on-Tyne.	Philadelphia	Sligo ..	Maize ..	—	W.N.W. 10	Lat. 49° 28' N., lon. 31° 37' W., N. Atlantic.
12 Jan.	"Water Sprite," 37 years.	Not registered	.. ..	Pilot boat, W.	9	3	L. Gould ..	Port Talbot Docks Co., Port Talbot.	Port Talbot, seeking.	Ballast ..	Ballast ..	3	W.N.W. 10	Entrance to Port Talbot, Glamorganhire.
13 Jan.	"Bondiola," 41 years.	Bridgwater ..	.. ..	Schooner, W.	97	4	J. W. Kirby ..	Mrs. Carroll, Dungarvan, Co. Waterford.	Dungarvan	Plymouth	Oats ..	2	S.W. 9	10 miles W. of Lundy Island, Bristol Channel.
13 Jan.	"Good Intent," 7 years.	Not registered	.. ..	Fishing yawl, W.	5	None on board.	G. Bedson, Parkgate, Cheshire.		Moored at Parkgate, Cheshire.	Ballast ..	Ballast ..	—	W.N.W. 10	Parkgate, Cheshire.
13 Jan.	"May Flower," 25 years.	Gloucester ..	.. ..	Barge, W...	33	4	T. Harris ..	The Salt Union, Lim., London.	Bristol ..	Tewkes- bury	Wheat ..	—	S.W. 9	Near the Dunball, entrance to River Avon.
14 Jan.	"Andalana," 10 years.	Liverpool ..	(a) LL $\frac{1}{2}$ 100 AL. (b) 1.98	Ship, Steel	2,385	15 only on board.	G. W. Stalling ..	E. & W. Roberts, Liverpool.	Moored off Tacoma, U.S.A.	Light ..	Light ..	15	S.W. squally.	Off Tacoma, Washington State, U.S.A.
15 Jan.	"Evelyn," 18 years.	Hull ..	.. ..	S.S., I.	45	2	W. Heron ..	T. Robb, S. Totten- ham, Middlesex	Newcastle- on-Tyne, (in tow.)	Leith ..	Ballast ..	—	N.W. 10	8 miles N.N.W. of Berwick- on-Tweed.
23 Jan.	"Owney Belle," 24 years.	St. John's, N.F.L.	.. ..	Schooner, W.	119	7	R. Pike ..	W. Duff, Oar- bones, N.F.L.	Cadiz ..	Carden, N.F.L.	Salt ..	—	W.N.W. 9	Lat. 49° 13' N., lon. 48° 28' W., N. Atlantic.
26 Jan.	"Lily of the Valleys," 23 years.	Grimaby ..	.. ..	Dandy, W.	76	5	A. T. Howard ..	T. C. Moss, Grimaby.	Grimaby, for fishing.	Ballast ..	Ballast ..	—	N.E. 2	About 21 miles N.E. of Withernsea, Yorkshire.
26 Jan.	"Margaret," 34 years.	Ramsey, Isle of Man.	.. ..	Schooner, W.	45	3	E. Jones, Borthy Gest, Portmadoc, Carnarvonshire.		Cardiff ..	Aberayron	Coal ..	—	N.N.E. 2	5 miles N.N.W. of Skomar Island, off Pembrokehire.
26 Jan.	"Jersey Lily," 14 years.	Shelburne, N.S.	.. ..	Schooner, W.	96	8	L. McKean ..	E. Churchill, Lockport, N.S.	Black River, N.F.L.	Halifax, N.S.	Salted and frozen her- rings.	—	N.W. 9	About 20 miles E. of Scatarie Island, N.S., N. Atlantic.
2 Feb.	"Lighter No. 23," About 10 years.	Colonial (not registered).	.. ..	Lighter, W.	45	4	L. da Orus ..	Bland & Co., Lim., Gibraltar.	Loading in Gibraltar Bay.	General ..	General ..	—	Squally, 9	Gibraltar Bay.
3 Feb.	(No Name), 2 years.	Not registered	.. ..	Launch, I.	60	None on board.	.. ..	Hawthorn Bros. & Co., London.	Southampton, London .. (in tow.)	Ballast ..	Ballast ..	—	N. 1	About 8 miles W.S.W. of Dungeness, Kent.
5 Feb.	"Silver Spray," 13 years.	Shornoway ..	(a) LL $\frac{1}{2}$ AL (in red). (b) 8.97.	Schooner, W.	97	5	D. Lawson, W. Newport, Fifehire.		St. John's, N.F.L.	Oporto ..	Cod fish ..	—	N.E. 12	Lat. 44° 14' N., lon. 48° 43' W., N. Atlantic.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST,

## (1.) FOUNDERINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 8 Feb.	"Amy" .. 13 years.	Glasgow ..	.. ..	S.S., I ..	29	3	H. Murch ..	J. and J. Hay, Lim., Glasgow.	Glasgow ..	Rothesay ..	Coal ..	—	S.W. 6	1 mile S.E. of Innellan Pier, Argyllshire.
8 Feb.	"Rosemore" .. 10 years.	Liverpool ..	(a) Ll. $\frac{1}{2}$ 100 AL. (b) 1.96.	S.S., Steel	2897	43 & 9 castle- men.	R. McG. Duncan- son.	E. Johnston, Liverpool.	Liverpool ..	Baltimore, U.S.A.	Salt and china clay	1 (crew).	W.N.W. 10	Lat. 39° 46' N., lon. 49° 3' W., N. Atlantic.
9 Feb.	"Fidget" .. 26 years.	Not registered.	.. ..	Fishing cutter, W.	6	None on board.	D. Armitage	Hoylake, Cheshire.	Moored at Hoylake.		Ballast ..	—	S.W. 6	Hoylake, Cheshire.
11 Feb.	"Delight" .. 6 years.	Charlottetown P.E.I.	.. ..	Schooner, W.	109	6	W. McDonald, Bouria, P.E.I.		St. John's N.F.L.	Pernam- buco	Salt fish ..	—	N.N.E. 10	Lat. 35° 38' N., lon. 55° 1' W., N. Atlantic.
12 Feb.	"Montagu" .. 44 years.	Middlebro' ..	.. ..	Lighter, I.	350	5	C. Knight ..	The Teese Tug and Lighter Co., Lim., Middle- bro'.	The Tyne, (in tow).	Lowestoft	Coal ..	5	W. 9	About 6 miles S.E. of the Dredgeon Light Ship off Norfolk.
13 Feb.	"Lady Osprey" .. 6 years.	Kingstown, St. St. Vincent.	.. ..	Sloop, W.	17	6	E. Mutzac ..	C. J. Simmons, St. Vincent, W.I.	Coasting at St. Vincent, W.I.		Ballast ..	2	E. equally.	Outside Kingstown Harbour, St. Vincent, West Indies.
13 Feb.	"Rock Channel" .. 1 year.	Liverpool ..	(a) Ll. $\frac{1}{2}$ 100 AL. (b) 12.96.	S.S., Steel..	133	10	J. Hughes ..	J. F. Ward & Liverpool.	Hull ..	Dublin ..	Barley ..	—	S.S.W. 7	About 30 miles E.N.E. of N. Foreland, Kent.
14 Feb.	"William Connal" .. 37 years.	Glasgow ..	(a) Ll. AL. (b) 9.98.	S.S., I ..	242	14	C. McAuley ..	J. Gaff, Glasgow.	Swansea ..	Bordeaux	General ..	—	S.W. 9	About 50 miles Northward of Ushant, English Channel.
15 Feb.	"Cardinal" .. 7 years.	Newcastle-on- Tyne.	(a) Ll. $\frac{1}{2}$ 100 AL. (b) 2.96.	S.S., Steel..	1474	22	C. Kemp ..	Chadwick S.S. Co. Lim., New- castle-on-Tyne.	Pennscola ..	Antwerp ..	Timber ..	—	W.N.W. 13	Lat. 40° N., lon. 60° W., N. Atlantic.
15 Feb.	"Galatea" .. 18 years.	St. John, N.E.	(a) B. Ver. 3/3 L.L.I. for 4 years from 12.97. (b) 12.97.	Barque, W.	1123	14	H. D. Lewis ..	H. J. Olive, St. John, N.B.	Turk's Island	Boston, Mass.	Salt ..	7	W.N.W. 10	About lat. 39° N., lon. 66° W., N. Atlantic.
28 Feb.	"Emeu" .. 4 years.	Not registered.	.. ..	Lug sail, W.	2	2	J. Pegg, Sherringham, Norfolk.		Sherringham, for fishing.		Ballast ..	2	—	Off Sherringham, Norfolk.
3 Mar.	"Earnock" .. 1 year.	Glasgow ..	(a) Ll. $\frac{1}{2}$ 100 AL. (b) 2.96.	S.S., Steel..	43	5	W. Campbell ..	Glasgow Steam Coasters Co., Lim., Glasgow.	Bunnahab- bain, Irel.	Carriolfer- gua.	Grains ..	1	W. 4	10 miles S. by W. of Mull of Oe, Irel.
6 Mar.	(No Name) .. 13 years.	Not registered.	.. ..	Steam dred- ger, W.	About 80	No one on board.	.. ..	J. Fletcher, Kingshorn, Glasgow.	.. ..	.. ..	Ballast ..	—	W.S.W. 6	About 3 miles S.W. by S. of Fairway Buoy, entrance to River Tay.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

8 Mar.	"Boy" 14 years.	St John, N.B.	..	..	Schooner, W.	90	4	D. Gilchrist	..	J. W. Keast, John, N.B.	St John, N.B.	Boston, Mass.	Lumber ..	—	N.E. 9	About 25 miles S.S.W. of Matineas Rock, Me., U.S.A., N. Atlantic.
14 Mar.	"Miranda" 24 years.	London	..	..	S.S., I ..	598	16	F. Stothard	..	C. Wilkinson, Sunderland.	E. Hartlepool	London ..	Coal, 3 stowaways.	—	W. 4	3 miles N.E. of Stathes, Yorkshire.
18 Mar.	"Beopha" 27 years.	London	..	..	S.S., I ..	607	17	L. O. Welch	..	Gordon Steam Shipping Co., Lim., London.	Tyne Dock ..	Pillau, Ger- many.	Coal ..	4	N. by E. 10	Lat 59° 30' N., lon. 4° 20' E., North Sea.
28 Mar.	"Elupa" 19 years.	Germany	..	(a) B. Ver. 3/3 P.L.L. for 3 years from 12.97. (b) 3.98.	Schooner, W.	59	4	H. Bruns ..	..	L. Heymann & Son, Wyk, Ger- many.	Shields ..	Wyk, Ger- many.	Coal ..	—	N. 6	15 miles N.E. of Flamborough Head, Yorkshire.
29 Mar.	"Gleaser" 19 years.	Parrboro', N.S.	..	..	Schooner, W.	98	4	J. George	..	J. C. McDougall, Truro, N.S.	Parrboro', N.S.	St. John, N.B.	Coal ..	—	S.E. 7	4 miles N.W. of Isle Haute, Bay of Fundy.
5 Apr.	"Express" 60 years.	Not registered	..	..	Fishing smack, W.	7	1	R. Walton, Grimsby.	..		Wisbeach ..	Grimsby ..	Ballast ..	—	W. 3	About 24 miles S.W. of Inner Dowling Buoy, off Lincolnshire.
7 April	"Oak" New.	Bristol ..	..	(a) Ll. 100 Al. Partawing deck with freeboard. (b) 3.98.	S.S., Steel..	797	16	W. G. Whyatt ..	..	Bristol Steam Navigation Co., Lim., Bristol.	Cardiff ..	Hamburg	Coal and general passenger.	8 (crew)	N.W. 10	16 miles N. of Longships, Cornwall.
7 April	"Come on" 24 years.	Not registered	..	..	Fishing lugger, W.	20	None on board.	W. T. Maddren, Mousehole, Corn- wall.	..		(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	—	N.W. 10	Mount's Bay, Cornwall.
7 April	"Gygnet" Age unknown.	Not registered	..	..	Fishing lugger, W.	18	None on board.	R. Harvey ..	..	R. L. Harvey, Newlyn, Corn- wall.	(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	—	N.W. 10	Mount's Bay, Cornwall.
7 April	"Dart" 37 years.	Not registered	..	..	Fishing lugger, W.	15	None on board.	W. Bone, Newlyn, Cornwall.	..		(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	—	N.W. 10	Mount's Bay, Cornwall.
7 April	"Dewdrop" 26 years.	Not registered	..	..	Fishing lugger, W.	15	None on board.	T. P. Pollard ..	..	R. Pollard, sen., Newlyn, Corn- wall.	(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	—	N.W. 10	Mount's Bay, Cornwall.
7 April	"Joseph & Thomas" 65 years.	Bideford	..	..	Ketch, W.	48	3	B. Shazel, Bude, Cornwall.	..		Port Talbot	Penryn, Cornwall.	Coal ..	3	N.W. 10	Near Downend Point, Barn- stable Bay, Devonshire.
7 April	"Onward" Age unknown.	Not registered	..	..	Fishing lugger, W.	19	None on board.	P. James ..	..	F. Rodden, Porth- leven, Corn- wall.	(Driven to sea from moor- ings in Newlyn Harbour, Cornwall.)		Ballast ..	—	N.W. 10	Mount's Bay, Cornwall.
8 April	"Pride of the Lake" 40 years.	Liverpool	..	..	Fishing lugger, W.	21	None on board.	T. Cooper, Hoylake, Cheshire.	..		Moored at Hoylake.		Ballast ..	—	N.W. 8	Hoylake, Cheshire.
14 April	"Caspian" 9 years.	Charlottetown, P. E. I.	..	(a) Ll. 100 Al. for 3 years. (b) 3.98.	Brigantine, W.	297	7	W. Gordon ..	..	W. Gordon & J. McDonald, Car- digan Bridge, P.E.I.	Halifax, N.S.	Jackson- ville, U.S.A.	Ballast, 2 passengers.	—	N. 12	Lat 39° 47' N., lon. 66° 22' W., N. Atlantic.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1.) FOUNDERINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 14 April	"Lizzie" .. 38 years.	Runcorn ..	.. ..	Flat, W. ..	53	2	R. Pritchard ..	R. Evans, Carnarvon.	Liverpool ..	Portmadoc, Carnarvonshire.	Coal and guano.	—	E.N.E. 6	1 mile N.E. by N. of Gt. Orme's Head, Carnarvonshire.
21 April	"Bernard Barton" .. 50 years.	Bridgewater ..	.. ..	Schooner, W.	83	5	J. Woods ..	T. K. Rider, Minehead, Somersetshire.	Chichester ..	Cardiff ..	Wheat ..	—	S.E. 9	About 30 miles S.W. of Lundy Island, Bristol Channel.
23 April	"Kadria" .. Age unknown.	British India (not registered.)	.. ..	Kotia, W...	About 50	7	Tindal Kasim Alla Reika.	Memon Jossuf, Tarn, Ket, Bombay.	Keti ..	Cochin ..	Unknown	—	E.S.E.	Indian Ocean.
11 May	"May" .. 26 years.	N. Shields ..	.. ..	Steam trawler, I.	10	4	J. Murray, jun. ..	J. Murray, sen., S. Shields.	Hartlepool ..	The Tyne	Ballast ..	—	N.N.E. 4	25 miles N.N.E. of Hartlepool, Durham.
19 May	"Brothers" .. 4 years.	Not registered	.. ..	Outter, W.	3	3	J. Davies, Portrush, Co. Antrim.		Portrush, for fishing.		Ballast ..	—	E. 6	Near entrance to Lough Foyle.
8 June	(No Name) .. 25 years.	Not registered	.. ..	Lugsail, W.	1	1	T. A. N. McDonnell, Exmouth, Devonshire.		Exmouth, for fishing.		Ballast ..	1	S.E. 3	Pole Sand, Exmouth, Devonshire.

## (2.) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1897. May 19.	"Secrets" .. 21 years.	Sydney, N.S.W.	.. ..	Outter, W...	24	—	.. ..	C. M. H. Gladstones, Auckland, N.Z.	.. ..	.. ..	.. ..	—	—	Middle Island, New Hebrides.
10 Sept.	"Elisa D" .. 17 years.	St. John's, N.F.L.	.. ..	Schooner, W.	24		J. Glaveen ..	D. W. McVicar, Little Bay, N.F.L.	Fortune Harbour, N.F.L., for fishing.		Ballast ..	—	N.E. 10	Cape Mugford, Labrador.
19 Nov.	"Trial" .. 57 years.	Halifax, N.S.	.. ..	Fishing schooner, W.	23.		A. Bontiller ..	E. J. Covey, Indian Harbour, N.S.	Halifax, N.S.	Cape Negro, N.S.	Ballast ..	—	—10	Cape Negro, Nova Scotia.
24 Nov.	"F. W. Forrest" .. 46 years.	Halifax, N.S.	.. ..	Schooner, W.	41		W. Stewart, Pope's Harbour, N.S.		Halifax, N.S.	Spry Bay, N.S.	Ballast ..	—	E. 9	Spry Bay, Nova Scotia.



## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2.) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 20 Feb.	"Latifah" 15 years.	British India (not registered).	..	Dinghy, W.	26	1	..	..	Kurrachee ..	Mandri ..	Bajri ..	—	—	Sir Creek, Sind, W. coast of India.
— Feb.	"Ellen Eliza" 28 years.	Arichat, N.S.	..	Schooner, W.	21	3	M. Murphy	J. Keefe, jun., Point Michcan, N.S.	Arichat, for fishing.	..	Ballast ..	—	—	Gabarus, Nova Scotia.
14 Mar.	"Glengarry" 23 years.	Melbourne, Victoria.	..	Schooner, W.	47	4	T. P. Thompson	Footscray, Victoria.	Melbourne ..	Snowy River, Victoria.	General ..	—	W. 9	Marlo, entrance to Snowy River, Victoria.
22 Mar.	"Mahadeo" Age unknown.	British India (not registered).	..	Muchwa, W.	9	7	..	..	Bombay ..	Revdaunda	Ballast ..	—	—	Kennerly Island, Bombay, W. coast of India.
26 Mar.	"Florida" 3 years.	St. George's, Grenada.	..	Sloop, W.	17	4	J. B. Joseph	Carriacou, Grenadines, B.W.I.	St. George's, for coasting.	..	Salt ..	—	N.E.	Grenada, British West Indies.
2 April	"Harriett" 19 years.	Fremantle, W.A.	..	Schooner, W.	40	5	— Schroder	N. W. Australian Mercantile Co. Coosack, W.A.	Moored in Coosack Creek, W.A.	..	General ..	—	E. 11	Near Coosack, Western Australia.
7 April	"Lady Becks" 23 years.	Georgetown, Demerara.	..	Sloop, W.	16	—	..	J. A. Palrandean, Georgetown, Demerara.	..	..	..	—	—	Bar of Cayenne River, French Guiana.
20 April	"Hariprasad" 40 years.	British India (not registered).	..	Batal, W.	34	8	..	..	Cambay ..	Bombay ..	Tobacco & Wheat.	—	—	Mouth of R. Mahi, Gulf of Cambay, W. coast of India.
20 April	"Isabel" 7 years.	Sydney, N.S.W.	..	Schooner, W.	69	5	T. Allen	A. W. R. Settree, Balmain, N.S.W.	Wollongong, N.S.W.	Port Macquarie, N.S.W.	Timber ..	—	N.E. 7	Croudy Bay, New South Wales.
20 April	"Sugarpass" 10 years.	Native India ..	..	Native craft, W.	30	5	..	..	Jodiya ..	Bombay ..	Wheat ..	—	—	Near Chankh, Gulf of Outch, W. coast of India.
27 April	"Daria Dowlat" 48 years.	British India (not registered).	..	Padow, W.	31	6	..	..	Navsari ..	Bombay ..	Bones ..	—	—	Navsari, Bombay, W. coast of India.
4 May	"Coral" 23 years.	Sydney, N.S.W.	..	Ketch, W.	60	5	M. Driscoll	Balmain, N.S.W.	Cape Hawke, N.S.W.	Sydney, N.S.W.	Timber ..	—	W. 9	North Head, Port Stephens New South Wales.
6 May	"Ethel" 14 years.	Newcastle, N.S.W.	..	S.S., W.	22	6	C. Peterson	P. Callen, Bookton, N.S.W.	Port Stephens, N.S.W., towing.	..	..	—	S.E. 10	Shoal Bay, Port Stephens, New South Wales.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

9 May	"Philip Palfrey" 6 years.	Sydney, N.S.W.	..	..	Schooner, W.	96	6	F. W. Merritt	A. W. R. Settree, Belmain, N.S.W., and A. E. Kline, Camden Haven, N.S.W.	Namuccoo, N.S.W.	Sydney, N.S.W.	Hardwood	—	W. 8	Molsey River entrance, New South Wales.
11 May	"Queen" 11 years.	St. George's, Grenada.	..	..	Schooner, W.	36	7 and pilot	— Allen ..	W. T. Mahon, Barbados.	Grenville, Grenada.	Westerhall Bay.	Ballast ..	—	—	Grenada, West Indies.
14 May	"Ariel" 23 years.	Adelaide, S.A.	..	..	Ketch, W.	17	3	J. Cowen ..	Fricker & Co., Port Adelaide, S.A.	Port Lincoln, S.A.	South Wedge Island.	Ballast ..	—	N. 9	Wedge Island, S. Australia.
16 May	"Bahman" Age unknown.	British India; (not registered).	..	..	Country craft (Sailing), W.	7	4	.. ..	.. ..	Nagathana ..	Bombay ..	Firewood, grain, and pulse.	—	—	Bowas, Karanja Creek, Bombay, W. coast of India.
19 May	"Wanderer" 57 years.	Auckland, N.Z.	..	..	Outter, W.	23	3	G. Frost ..	R. Smith, Waitoa, Auckland, N.Z.	Ngunguru, N.Z.	Auckland, N.Z.	Coal ..	—	E., equally.	Near Marsden Point, Whan- garei, N. Island, New Zealand.
20 May	"Anne J. Carter" 9 years.	St. John's, N.F.L.	..	..	Schooner, W.	79	5	A. Keeping ..	J. Baird, St. John's, N.F.L.	Sydney, C.B.	Port au Fort, N.F.L.	Coal ..	—	N.E. 9	Bay St. George, Newfound- land.
21 May	"Putton" 40 years.	"British India" (not registered)	..	..	Dinghy, W.	3	2	.. ..	.. ..	Kotear ..	Sirgunda ..	Ballast, 13 passengers.	—	— 10	Sir Creek, Sind, W. coast of India.
23 May	"Gwendoline" 25 years.	Antigua	..	..	Sloop, W...	16	5	P. Tuitt ..	T. Tuitt, Mont- serrat, W.I.	Plymouth, Montserrat.	Carrs Bay, Montserrat.	Ballast ..	—	Calm	W. coast of Montserrat, West Indies.
1 June	"Jakoot" New.	Victoria, B.C.	..	..	S.S., W. ..	366	25 and pilot	J. A. McLennan ..	Klondike Mining, Trading and Transport Cor- poration, Ltd., London.	Victoria, B.C.	Mary Island, Alaska.	Ballast ..	—	S.W. 1	Kum-se-lon Bay, British Columbia.
6 June	"Kim Sen Huat" New.	Singapore	..	..	Schooner, W.	73	6	Nung Ohee ..	Lee Tye, Singa- pore.	Tebing Tingy.	Singapore.	Firewood	—	—	Tebing Tingy, near Slak, Sumatra.
9 June	"Morning Star" 3 years.	Baselarra, St. Kitts	..	..	Sloop, W...	10	—	.. ..	W. E. Veira, St. Christopher, W.I.	.. ..	.. ..	.. ..	—	—	St. Orols, West Indies.
12 June	"Grafton" 44 years.	Dunedin, N.Z.	..	..	S.S., I. ..	322	23	H. A. Morriaby ..	Union S.S. Co., Lim., Dunedin, N.Z.	Mailbourne.	Strahan, Tasmania.	General, 50 passengers.	—	W.N.W.	Macquarie Harbour Bar, Tasmania.
13 June	"LO.U." 16 years.	Nassau, N.P.	..	..	Schooner, W.	19	5	H. G. Rolle ..	O. R. Perrell, Nassau, N.P.	Nassau, N.P. on a sponging voyage.	.. ..	Ballast ..	—	E.N.E. 2	Tinker Rock, Andros Island, Bahamas.
17 June	"Dolatpass" 10 years.	Native India ..	..	..	Native craft, W.	38	5	.. ..	.. ..	Calicut ..	Dwarka ..	Timber logs, bamboos, &c.	—	— 10	Ratdi, Bombay, W. coast of India.
18 June	"Gredian Bend" 25 years.	Windsor, N.S.	..	..	Schooner, W.	188	7	E. Berganson ..	A. E. Shaw, Windsor, N.S.	Cherterle, N.S.	Weymouth, Mass.	Plaster rock.	—	S.W. 9	Old Orchard, Maine, U.S.A.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2.) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas, or Date of last Survey.	Description of Vessel, whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898 2 July	"Spinaway" 23 years.	..	..	Spritsail barge, W.	46	2	W. Gilbert	G. W. Gill, Rochester.	Ipawich	London	Bricks, 1 passenger.	—	N.W. 1.	Swin Spitway. Thames Estuary.
15 July	"L. O. Haley" 7 years.	Yarmouth, N.S.	..	Schooner, W.	43	3	N. Boyd	Yarmouth, N.S.	Halifax, N.S.	Yarmouth, N.S.	Coke	—	N. 4	Entrance Schooner Passage, Tusket Islands, Nova Scotia.
16 July	"Emilia" 30 years.	Portugal	(a) B. Ver. CL 33, L.L. from 9.97. (b) 8.97.	Barque, Composite.	708	17	L. d'Almeida	J. A. Ferreira & Co., Lisbon, Portugal.	Delagoas Bay	Barbadoes, for orders.	Ballast	—	N.W. 9	Thunderbolt Reef, near Algoa Bay, Cape Colony.
16 July	"James Brown" 7 years.	Weymouth, N.S.	..	Brigantine, W.	287	8	J. F. Chase	E. W. Everett, Plympton, N.S.	Trinidad	New York	Asphalte	—	—	Long Point, St. Croix, West Indies.
17 July	"Glen Tilt" 16 years.	Aberdeen	(a) L.L. 100 AL (b) 8.97.	S.S., I.	278	13	J. S. Scorgie	Aberdeen, New-castle, & Hull Steam Co., Ltd., Aberdeen.	Hull	Stockton-on-Tees.	Wheat and maize.	—	E. 3	Kettleness Point, Yorkshaire.
18 July	"Liffey" 13 years.	Sydney, N.S.W.	..	Brigantine, W.	102	6	P. Simonsen	B. Corrigan, Sydney, N.S.W.	Wollongong, N.S.W.	Richmond River, N.S.W.	Coal and lime.	—	S.W. 4	N. Head, Richmond River, New South Wales.
20 July	"Helen" 13 years.	Falmouth	..	Sloop, I.	55	1	E. Behenna	T. B. Provia, St. Mawes, Cornwall.	Loading on Contrive Beach, near Coverack, Cornwall.	Contrive Beach, near Coverack, Cornwall.	Stone	—	S.E. 7	Contrive Beach, near Coverack, Cornwall.
20 July	"Wendouree" 16 years.	Melbourne, Victoria.	..	S.S., Steel.	1,066	—	J. W. Roberts	Huddart, Parker, & Co., Proprietary, Ltd., Melbourne.	Newcastle, N.S.W.	Port Adelaide, S.A.	Coal	—	—	Oyster Bank, Newcastle, New South Wales.
22 July	"Thomas Forbes" 13 years.	Not registered	..	Smack, W.	3	3	E. I. Davies	Torrey, Aberdeen.	Aberdeen, for fishing.		Ballast	—	S.E. 7	7 miles N. of Aberdeen, Aberdeenshire.
24 July	"Ana Jacinta" Age unknown.	Venezuela	..	Schooner, W.	187	12	J. Boohoudt	J. Crespo, Curacao.	Curacao	Campeache, Mexico.	General	—	N.E.	Bear Bush Cay, Jamaica, West Indies.
24 July	"Inheritance" 8 years.	Kingstown, St. Vincent.	..	Sloop, W...	11	5	T. Douglas	Port Castries, St. Lucia.	Kingstown, St. Vincent.	Castries, St. Lucia.	Provisions & cattle, 2 passengers.	—	—	Near Don Diego, Republic of Colombia.
27 July	"Leamington" Age unknown.	Native India	..	Native craft, W.	10	—	..	..	Bavliari, Bhatia.	Bhavnagar	Firewood, 5 passengers.	—	— 10	Bavliari Bhatia, Gulf of Cambay, W. coast of India.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

28 July	"Haldee" .. 6 years.	Not registered	..	..	3	None on board.	S. McBroom, Bangor, Co. Down.	Moored off Bangor, Co. Down.	Ballast ..	N. 6	Near Coast Guard Station, Bangor, Co. Down.
28 July	"Petrel" .. 15 years.	Not registered	..	..	16	7	J. Ralph, Hopeman, Morayshire.	Hopeman, for fishing.	Ballast ..	N.E. 8	Entrance to Hopeman Har- bour, Morayshire.
29 July	"Agnes" .. 33 years.	Norway	..	..	200	8	G. Grundt ..	Pelrepp & Wes- sel, Drammen, Norway.	Pit props, 3 passen- gers.	N.N.E. 8	Roofs of Thorntonlock near Dunbar, Haddingtonshire.
9 July	"Scotch Lassie" .. 21 years.	Not registered	..	..	15	6	J. Stewart ..	G. Smith, Lossie- mouth.	Ballast ..	N. 2	Outside entrance to Lossie- mouth Harbour, Egin- shire.
29 July	"Youngest" .. 17 years.	Not registered	..	..	30	7	W. Pirie, Portknockie, Banffshire.	Peterhead, for fishing.	Ballast ..	N.N.E. 7	Near entrance to N. Har- bour, Peterhead, Aber- deenshire.
30 July	"Ipsden" .. 8 years.	W. Hartlepool	..	(a) LL 100 AL (b) 6.00.	1120	20	T. B. Cousins ..	J. Wood, London	Timber, 1 passenger.	S.W. 7	E. point of Belle Amour, 7 miles N.W. of Greenby la, Straits of Belle Isle, Lab- rador.
31 July	"Jessie Sinclair" .. 19 years.	Sydney, N.S.W.	..	..	74	5	E. Anderson ..	J. Booth, Bal- main, N.S.W.	Timber ..	S.W. 4	Port Macquarie Bar, New South Wales.
— July	"Venus" .. 30 years.	Port Louis, Mauritius.	..	..	134	8	E. Hoffman ..	H. Adam, Port Louis, Mauritius.	General ..	—	Maranetsra, Madagascar.
4 Aug.	"Beesie" .. 21 years.	Liverpool	..	..	24	3	J. Wright.. ..	S. Walley, Waverton, Cheshire.	Ballast ..	S.W. 3	Entrance to Canada Basin, R. Mersey; subsequently beached 1 mile Northward of Seaforth Battery, Lan- cashire.
5 Aug.	"Aggravator" .. 30 years.	Liverpool	..	..	57	3	D. Hughes ..	J. T. Howells, Fwithel, Car- narvonshire.	Coal ..	S.W. 10	Port Nigel, Carnarvonshire.
5 Aug.	"Frithjof" .. 45 years.	Norway	..	..	151	7	S. Krüge ..	L. S. Guttormsen, Tonsberg, Nor- way.	Timber ..	W. 2	W. Bank of River Olwyd, entrance to Rhyf Harbour.
5 Aug.	"Pearl" .. 28 years.	Not registered	..	..	13	None on board.	W. H. Staveley, Southsea.	Moored off Southsea.	Ballast ..	W.S.W. 6	Near Southsea Castle, Hamp- shire.
5 Aug.	"Secret" .. 24 years.	Launceston, Tas.	..	..	21	2	F. Land ..	G. Anderson, Welshpool, Vic- toria.	Ballast ..	—	Eastern Bar, Port Albert, Victoria.
5 Aug.	"Swallow" .. 30 years.	Not registered	..	..	About 4	None on board	—	W. A. Sadler, Southsea.	Ballast ..	S.W. 6	Near Southsea Castle, Hamp- shire.
6 Aug.	"Remper" .. 18 years.	St. John, N.F.L.	..	..	55	8	W. T. Cole ..	D. Ryan, King's Cove, N.F.L.	Ballast ..	S.E. 6	Sunken rock off coast of Labrador.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1897. 7 Aug.	"Francesco Crispi" 33 years.	Italy ..	(a) B. Ver. 1 Div. 33 A. 1. 1. from 498. (b) 5.98.	S.S., I. ..	1,321	22	D. Guifre ..	D. De Stefano, Messina, Italy.	Blyth ..	Palermo ..	Coal ..	—	E.N.E. 5	Shipwash Sand, off Suffolk.
8 Aug.	"Saraband" 33 years.	Not registered	.. ..	Schooner (yacht), W.	15	None on board.	A. McKinnar ..	J. Watt, Glasgow	Moored at Kames, W. Kyles of Bute.	..	Ballast ..	—	S. 8	Powder Mills Pier, Kames, W. Kyles of Bute.
17 Aug.	"Maggie Sinclair" 20 years.	Not registered	.. ..	Smack, W.	About 10	4	W. Halden ..	W. Girvan, Girvan	Girvan to Ailes Craig, on a pleasure trip.	..	Ballast ..	—	N.W. 2	Ailes Craig, Firth of Clyde.
18 Aug.	"Louisa Dorroch" 31 years.	Beaumaris ..	.. ..	Smack, W.	12	None on board.	T. Staples ..	Corporation of Beaumaris, Anglesey.	Moored at Beaumaris.	..	Ballast ..	—	N.E. squally.	Beaumaris, Anglesey.
18 Aug.	"Robert" 33 years.	Rochester ..	.. ..	Barge, W.	36	2	T. Lambkin ..	O. Dan, Faversham.	Loading at Leigh, Essex	..	Sand ..	—	E. 5	Leigh, Essex.
18 Aug.	"Vine" .. About 11 years.	Not registered	.. ..	Pleasure cutter, W.	5	None on board.	.. ..	G. Downey, Devonport.	Moored in Oarward Bay	..	Ballast ..	—	E. 7	Oarward Bay, Plymouth Sound.
19 Aug.	(No Name) .. New.	Not registered	.. ..	Steam launch, W.	5	2	J. Mitcheson ..	W. F. Snowdon, Newcastle-on-Tyne.	Newcastle-on-Tyne.	Sunderland	Boiler composition.	—	S.E. 6	Whitburn Steel, Durham.
20 Aug.	"Jos. C. Morgan" 22 years.	Shelburne, N.S.	.. ..	Schooner, W.	37	4	G. Cook ..	Mrs. M. Cook, Liverpool, N.S.	Lockeport, N.S.	Liverpool, N.S.	General ..	—	Calm	Black Rock, La Hava, Nova Scotia.
20 Aug.	"Toledo" .. 16 years.	Sunderland ..	(a) L. 1. 100 A. 1. Spardeck. (b) 1297.	S.S., I. ..	1,818	28	J. Winhart ..	J. Tully, Sunderland.	Galveston ..	Rotterdam	General ..	—	Variable 1	Western Books, Sully Islands.
21 Aug.	"Baron Ardrossan" 17 years.	Cardiff ..	(a) L. 1. 100 A. 1. (b) 3.98.	S.S., I. ..	841	16	W. M. Cove ..	E. Rowe, Cardiff	Glasgow ..	St. Malo ..	Coal, 3 passengers.	—	E.S.E. 1	Off Pen Clegyr Point, Pembrokeshire.
22 Aug.	"Le Courier d'Angony" 7 years.	Port Louis, Mauritius.	.. ..	Schooner, W.	40	6	.. ..	A. Antard, Mahébourg, Mauritius.	Mahébourg, Mauritius.	Port Louis, Mauritius.	Sugar ..	—	—	Reefs off Canonniers Point, Mauritius.
23 Aug.	"Cathays" .. 35 years.	London ..	(a) L. 1. 100 A. 1. from 1298. (b) 6.98.	Barque, W.	790	14	J. Oelle ..	J. I. Jacobs, London.	Cardiff ..	Para, Brazil	Coal ..	—	E.S.E. 4	Outlying shoals eastward of Cape Gurupi, Brazil.
23 Aug.	"Thomas" .. 40 years.	Liverpool ..	.. ..	Ketch, W.	64	4	W. Evans ..	W. Williams, Holyhead.	Holyhead ..	Liverpool	Ballast ..	—	W. 3	Near Formby Point, Lancashire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

23 Aug.	"Victoria" .. 1 year.	Not registered	..	..	Fishing boat, W.	2	2	G. McMullin, Port Ballintrae, Co. Antrim.	Port Ballintrae, for fishing	Ballast	N.	Willie's Point, Port Ballin- trae, Co. Antrim.
25 Aug.	"L. M. Smith" 14 years.	Windsor, N.S.	..	(a) B. Ver. 3.3, A. 1.1. for 5 years from 10.95. (b) 1.97.	Barquen- tine, W.	579	8	A. Harvey .. S. J. Smith, Kempt, Harris Co., N.S.	Miragvaue, Hayth.	Logwood ..	N.E. 9	White Cay, Wading's Island, Bahamas.
25 Aug.	"Lillian" .. 25 years.	Trinidad	..	..	Barque, W.	564	9	C. O. Delano .. J. B. Westaway, New York.	New York ..	Timber, passenger.	S.W. 5	Long Island Sound, U.S.A.
27 Aug.	"Firth of Oro- marty" 10 years.	Glasgow	..	(a) L. 1. 100 A. 1. (b) 8.95.	Barque, Steel	1,399	23	J. Nelson .. J. Spencer, Glasgow.	Glasgow ..	General ..	W.S.W. 8	Bloody Point, near Corse- wall Point, Wigtownshire.
29 Aug.	"Sam Waller" 24 years.	Cardiff ..	..	(a) L. 1. 90 A. 1. (b) 8.95.	S.S., L. ..	984	19	F. Deacon .. J. A. Parker, Cardiff.	Swansea ..	Coal ..	W.S.W. 2	Carmelle Bay, near Ospe Villase, Spain.
29 Aug.	"Serpoleite" 16 years.	Not registered	..	..	Steam yacht, W.	6	2	J. G. Lennie .. J. G. Lennie and another, Edin- burgh.	Cruising in Firth of Forth.	Ballast ..	N.W. 8	E. end of Gullane Bay, Haddingtonshire.
30 Aug.	"Magic" .. Age unknown.	Not registered	..	..	Ontter (yacht), W.	3	None on board.	S. Smith, Heeswall, Cheshire.	Moored at Heeswall.	Ballast ..	W.N.W. 8	Heeswall, Cheshire.
30 Aug.	"Up Guards" .. Age unknown.	Not registered	..	..	Jigger (trawler), W.	2	None on board.	E. Murray .. M. Murray, Parkgate, Cheshire.	Moored at Parkgate.	Ballast ..	N.W. 8	Parkgate, Cheshire.
31 Aug.	"Ingo" .. 23 years.	Russia ..	..	..	Brigantine, W.	139	7	C. Ottmann, Ourland, Russia.	Riga ..	Timber ..	Calm	Shingles Bank, Solent
— Aug.	"C. O. Funk" 16 years.	U.S.A. ..	..	..	Barquen- tine, W.	513	10	—Neesen.. .. R. W. Schults, San Francisco, U.S.A.	Puget Sound, U.S.A.	Timber, passenger.	—	N. E. coast of Flinder's Island, Tasmania.
2 Sept.	"Achilles" .. 43 years	Scarborough ..	..	..	Ketch, W.	54	3	J. Lough, Eyemouth, Berwickshire.	Eyemouth ..	Ballast ..	S.E. 3	Black Dyke Rocks, near Newbiggin, Northumber- land.
6 Sept.	"Jane Kelsall" 17 years.	N. Shields	..	(a) L. 1. 100 A. 1. (b) 8.95.	S.S., I. ..	1,180	21	A. Petersen .. W. Bells, N. Shields.	Philadelphia	Wheat ..	Calm	Near Lister Lighthouse, Norway.
7 Sept.	"Bee Hive" 35 years.	Douglas, Isle of Man.	..	..	Smack, W.	30	3	H. Kelly .. W. E. Teare, Peel, Isle of Man.	Weston Point	Salt ..	—	Arranman's Barrels, Argyll- shire.
7 Sept.	"Emily Eliza" 33 years.	Portsmouth ..	..	..	Brigantine, W.	144	6	H. Gardner .. Mrs. E. M. Flowers, Portsmouth.	Portsmouth	Whiting and whit- ing sand.	S.E. 2	Smalls Rocks, St. George's Channel.
7 Sept.	"Rosebud" 24 years.	London	..	(a) L. 1. 100 A. 1. (b) 1.95.	Barque, I.	1,238	24	J. Isbister .. W. Montgomery & Co., London.	Newcastle, N.S.W.	Coal ..	S. 3	Gatlico, Chilli.
8 Sept.	"Earl of Hope- town," 6 years.	Glasgow	..	(a) L. 1. 100 A. 1. (b) 1.97.	Ship, Steel	1,790	27	W. Rowley .. J. D. Thomson, Glasgow.	Philadelphia, U.S.A.	Kerosine ..	S.S.M. 5	Off Pulo Jelaka, Macassarfield Channel, Java Sea.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 9 Sept.	"Jane Brown" .. 15 years.	St. John's, N.F.L.	.. ..	Schooner, W.	38	6	T. Carroll..	D. Ryan, King's Cove, N.F.L.	King's Cove, N.F.L., for fishing.		Ballast ..	—	S.S.W. 6	A sunken rock, off coast of Labrador.
10 Sept.	"Lapland" .. 15 years.	Colonial (provisionally registered).	.. ..	Barque, W.	532	10	G. W. Cates ..	E. A. Williams, Boston, Mass.	Moored at Barbadoes.		Ballast ..	—	N.E. 12	Gorse Creek, St. Vincent, West Indies.
10 Sept.	"Loanda" .. 17 years.	Windsor, N.S.	(a) B. Ver. 3/3 L.L. 1 for 7 years from 6/83. (b) 1/88.	Ship, W. ..	1447	20	F. E. Dodge ..	C. De W. Smith, Windsor, N.S.	Moored at Barbadoes.		Ballast ..	—	N.E. 12	St. Vincent, West Indies.
10 Sept.	"Spring Bird" .. 29 years.	Halifax, N.S.	.. ..	Schooner, W.	93	4	H. Burns..	J. Chisholm, Pugwash, N.S.	Cheticamp, N.S.	Margaree, N.S.	Ballast ..	—	N.E. 7	Margaree, Nova Scotia.
11 Sept.	"Campania" .. 5 years.	Bridgetown, Barbadoes.	.. ..	Schooner, W.	34	7	S. Callendar ..	R. & W. H. Chase, Bridgetown, Barbadoes.	Moored at Bridgetown, Barbadoes.		General ..	—	E.N.E. 12	Bridgetown, Barbadoes.
11 Sept.	"Grace Lynwood" .. 8 years.	U.S.A. ..	.. ..	Barquentine, W.	600	10	J. J. Rafford ..	H. Knowlton, New York.	Barbadoes.	New York ..	Ballast ..	—	N.E. 12	Off Georgetown, St. Vincent, West Indies.
11 Sept.	"Ocean Traveller" .. 15 years.	Bridgetown, Barbadoes.	.. ..	Schooner, W.	47	6	E. Goddard ..	W. E. Goddard, Barbadoes.	Moored at Bridgetown, Barbadoes.		Lime and potatoes.	—	E.N.E. 12	Bridgetown, Barbadoes.
11 Sept.	"Petrol" .. 22 years.	Kingstown, St. Vincent.	.. ..	Schooner, W.	57	8	L. Wilson ..	J. G. W. Hazell, Kingstown, St. Vincent.	Coasting at St. Vincent ..		.. ..	—	—12	Bequia, St. Vincent, West Indies.
11 Sept.	"Wasp" .. 20 years.	Kingstown, St. Vincent.	.. ..	Schooner, W.	39	None on board.	.. ..	J. G. W. Hazell, Kingstown, St. Vincent.	Under repair at Kingstown, St. Vincent.		Ballast ..	—	—12	Kingstown, St. Vincent, West Indies.
11 Sept.	"Whisper" .. 2 years.	Kingstown, St. Vincent.	.. ..	Sloop, W. ..	19	6	C. Telemaque...	T. F. Linley, Kingstown, St. Vincent.	Coasting at St. Vincent ..		.. ..	—	—12	Trounaca Bay, St. Vincent, West Indies.
12 Sept.	"Contest" .. 13 years.	St. John's, N.F.L.	.. ..	Schooner, W.	38	7	L. Winsor ..	J. Baird, St. John's, N.F.L.	Greenspond, N.F.L., for fishing.		Ballast 1 passenger.	—	N.W. squally.	Bolsters Rock, Labrador.
12 Sept.	"Fred" .. 4 years.	St. John's, Antigua.	.. ..	Schooner, W.	35	6 only on board.	W. Genge ..	W. H. G. Perceval, St. John's, Antigua.	Moored at Barbadoes, W.L..		Ballast ..	—	S. 9	Barbadoes, West Indies.
12 Sept.	"Yeekwanti" .. 50 years.	British India (not registered).	.. ..	Muchwa, W.	12	6	.. ..	.. ..	Jaitapur ..	Calcut ..	Ballast ..	—	—	Near Honavar, Bombay, W. coast of India.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

13 Sept.	"Briteshire" 22 years.	St. John, N.B.	(a) B. Ver. 3/3, L.L.L. for 3 years from 12.00. (b) 12.00.	Barque, W.	899	13	J. Wyman	R. Thompson, jun., & J. H. Thompson, N.B.	Buena Ayres.	Ship Island, U.S.A.	Ballast	—	E.S.E. 7	Bar of Chandeleur Island, U.S.A.
13 Sept.	"Wide Awake" 25 years.	Bridgetown Barbados.	..	Schooner, W.	78	9	J. Wayland, Portsmouth, Dominica, W.I.	J. B. Young, Lunenburg, N.S.	Plymouth, Montserrat.	St. John's, Antigua.	General, 2 passengers.	—	S.S.E. 10	Near Plymouth, Montserrat, West India.
15 Sept.	"Galatea" 10 years.	Lunenburg, N.S.	..	Schooner, W.	98	17	D. Zink ..	J. B. Young, Lunenburg, N.S.	Lunenburg, N.S., for fishing.	—	Ballast ..	—	S.W. 5	Near Main-A-Dien Light, Seaside Island, Cape Breton.
16 Sept.	"Barbara Boscovitz" 15 years.	Victoria, B.C.	..	S.S., W.	239	14	J. Steele ..	S. Williams, Victoria, B.C.	Victoria, B.C.	Sheena River, B.C.	General, 17 passengers.	—	S.E.	Near Broyning Island, Kit- katla Inlet, British Co- lumbia.
16 Sept.	"Express" 6 years.	Lanaster ..	..	S.S., Steel..	88	34	T. M. Harding ..	Yarmouth SR Co., Ltd., Yar- mouth, N.S.	Halifax, N.S.	Yarmouth, N.S.	General, 40 passengers.	—	Odin	Bon Portage Island, Nova Scotia.
16 Sept.	"Milwaukee" 1 year.	Liverpool ..	(a) L.L. 100 AL (b) 2.00.	S.S., Steel..	4,755	49	J. Williams ..	Elder, Dempster & Co., Liverpool	Wallsend-on- Tyne.	New Orleans	Ballast ..	—	W. 2	Scars of Oruden, Aberdeen- shire.
16 Sept.	"3 Brothers" 30 years.	Not registered	..	Fishing smack, W.	8	2	W. Cundy, Burnham, Essex.	—	Sheerness ..	Burnham..	Ballast ..	—	E. 8	Buxey Sand, Essex.
17 Sept.	"Lizzie" 25 years.	St. John's, N.F.L.	..	Fishing schooner, W.	60	9	R. White ..	S. Clark, Brigus, N.F.L.	Cut Throat, Labrador.	Newfound- land.	Odfish and oil, 2 pas- sengers.	—	W.S.W. 4	Unknown rock, 20 miles N. of Paul's Island, Labrador.
18 Sept.	"Gretna" 20 years.	Not registered	..	Pleasure cutter, W.	4	None on board.	— Winchester, Glasgow.	—	Moored in Gourock Bay.	—	Ballast ..	—	N.W. 8	Near Kempech Point, Ben- frewshire.
18 Sept.	"Kate" 10 years.	Not registered	..	Lugger pleasure boat, W.	2	None on board.	J. Teale, Gourock.	—	Moored in Gourock Bay.	—	Ballast ..	—	N.W. 8	Near Kempech Point, Ben- frewshire.
18 Sept.	"Limpet" Age unknown.	Not registered	..	Fishing lugger, W.	1	None on board.	J. Currie, Greenock.	—	Moored in Gourock Bay.	—	Ballast ..	—	N.W. 8	Gourock, Benfrewshire.
19 Sept.	"Magpie Smith" 17 years.	Lunenburg, N.S.	..	Schooner, W.	83	4	A. McLeod, Halifax, N.S.	—	Pictou N.S.	Sydney, C.B.	Ballast, 2 passengers.	—	Squally	Near Cape Jack, Nova Scotia.
20 Sept.	"Zingra" 14 years.	St. John, N.F.L.	..	Fishing schooner, W.	51	8	W. Greening ..	E. J. Duder, St. John's, N.F.L.	Labrador ..	King's Cove, N.F.L.	Fish and oil	—	W.	Coffee Rocks, near Emily Harbour, Labrador.
22 Sept.	"Oymbeline" 29 years.	London..	..	Schooner, W.	74	4	G. Blasby ..	C. Schrimshaw, Hull	Portland ..	London ..	Portland stone.	—	N.N.E. 4	Nova, Sand, Thames Estuary
22 Sept.	"Laxmi Prasad" Age unknown.	British India (not registered).	..	Narvi, W.	10	4	.. ..	.. ..	Gogo ..	Brosch ..	Gunny bags	—	—	Near Brosch, Gulf of Cam- bary, W. coast of India.
22 Sept.	"Oliver Eldridge" 28 years.	U.S.A. ..	..	Schooner, W.	68	9	J. H. McVarish ..	G. Steele, Glou- cester, Mass., U.S.A.	Gloucester, U.S.A., for fish- ing.	—	Ballast ..	—	N.W. 6	St. Peter's Island, Nova Scotia.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 23 Sept.	"Zinn M." .. 36 years.	..	..	..	70	4	J. H. Newcomb.	Parrsboro', N.S.	Parrsboro', N.S.	St. John, N.B.	Coal ..	1	S.W. 10	Grindstone Island Reef, Cumberland Bay, Canada.
23 Sept.	"Vesta" .. 17 years.	..	..	..	1,982	36	J. Mooney	Charente S.S. Co., Lim., Liverpool.	Liverpool ..	Colon ..	General ..	—	E.S.E. 7	Catlinita Cay, San Domingo, West Indies.
24 Sept.	"Hermine" .. 23 years.	..	(a) L.L. 100 Al. (b) 8.98.	Barque, I..	498	11	P. Le Creurer ..	H. Harmange, Nantes, France.	Savannah-la-Mar, Jamaica.	Havre ..	Logwood roots.	—	—	Coral reef off Grand Cayman, West Indies.
26 Sept.	"J. W. Falt" .. 31 years.	..	..	..	68	4	G. McAndrews ..	E. Woodworth & G. McAndrews, Port George, N.S.	Port George, N.S.	Rockland, Me.	Timber ..	—	E.N.E. 6	Petit Manan Rock, Maine, U.S.A.
26 Sept.	"Stork" .. 34 years.	..	..	..	500	21 and pilot.	H. Gow ..	J. Constant, London.	Nahodka, Siberia.	London ..	Wheat ..	—	Calm	Brønd Sund, Norway.
27 Sept.	"Balance" .. 60 years.	..	..	..	63	5	V. Petipas, D'Escousse, C.B.	New Campbellton, N.S.	New Campbellton, N.S.	Pictou, N.S.	Dolomite stone.	—	— 9	Near Pictou, Nova Scotia.
28 Sept.	"Blue Bell" .. 42 years.	..	..	..	25	3	.. ..	T. Duyon, Martinique, N.S.	Big Bras d'Or.	Sydney, C.B.	Ballast ..	—	— 10	Little Bras d'Or, Cape Breton.
28 Sept.	"Lydia" .. 51 years.	..	..	..	49	2	T. Hools ..	W. Roberts, Mostyn, Flintshire.	Point of Air	Flint ..	Coal ..	—	W. 6	Mostyn Bank, Flintshire.
28 Sept.	"Valhalla" .. 10 years.	..	..	..	18	None on board.	A. McLeod.	Fortnaguran way, Island of Lewis.	Moored in Portnaguran Bay, Island of Lewis.	..	Ballast ..	—	W. 6	Fortnaguran Bay, Island of Lewis.
29 Sept.	"Primrose" .. 12 years.	..	..	..	2	None on board.	.. ..	J. B. Johnstone, Ballycastle, Co. Antrim.	Moored in Ballycastle Bay.	..	Ballast ..	—	N.E. 8	Rocks in Ballycastle Bay, Co. Antrim.
29 Sept.	"Venezuela" .. 9 years.	..	..	..	94	5	J. Day ..	L. B. Currie, Liverpool, N.S.	Sydney, C.B.	Liverpool, N.S.	Coal ..	—	—	Off Fisherman's Cape, Nova Scotia.
30 Sept.	"Albert" .. Age unknown.	..	..	..	46	3	J. Bale ..	J. H. Nicholas, Sudbrook, Monmouthshire.	Belfast ..	Cardiff ..	Burnt ore ..	—	N.N.E. 9	Fishguard Bay, Pembroke-shire.
30 Sept.	"Comet" .. 26 years.	..	..	..	14	None on board.	H. Hughes, Nevins, Carnarvonshire.	..	Moored in Nevins Bay.	..	Ballast ..	—	N.W. 8	Nevins, Carnarvonshire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

30 Sept.	"Edith" Age unknown.	Not registered.	..	..	..	Fishing smack, W.	8	None on board.	W. Hughes, Nevin, Carnarvonshire	Moored in Nevin Bay.	Ballast	..	N.W. 8	Nevin, Carnarvonshire.
30 Sept.	"Swift" 48 years.	Bideford	..	..	..	Ketch, W.	59	3	S. Bennett	Bideford	Ballast	..	S.S.E. 8	Clovelly, Devonshire.
30 Sept.	"Vesta" 41 years.	Norway	..	..	..	Brigantine, W.	163	7	J. F. Olsen, Svelvig, Norway.	Drammen	Ice	..	S.S.E. 7	Nayland Spit, Margate, Kent.
1 Oct.	"Machno Macher" Age unknown.	Native India	..	..	..	Native craft, W.	9	6	..	Bavliari Bhatta.	Firewood	..	—	8 miles from Bavliari Bhatta, Bombay, W. coast of India.
3 Oct.	"Ganges" 18 years.	Dundee	..	(a) 11 1/2 (b) 6.98.	100 AL	S.S., L	1,450	27 & 7 cattle- men.	T. A. Dykes	Montreal	General & cattle.	..	W.S.W. 2	Near Ferrolle Point, New- foundland.
5 Oct.	"Amelia White" 1 year.	Sydney, N.S.W.	..	..	..	Schooner, W.	94	6	L. Monnemeson	Camden Haven.	Timber	..	N.E. 5	Bar of Camden Haven, New South Wales.
7 Oct.	"Jennie F. Willey" 28 years.	U.S.A.	..	..	..	Schooner, W.	350	7	G. C. Benner	Thomaston, Me., U.S.A.	Lumber	..	— 12	Abaco, Bahamas, West Indies.
8 Oct.	"Alfred" 8 years.	Bridgetown, Barbados.	..	..	..	Schooner, W.	68	8	E. J. Winfield	St. Kitts	Ballast, 3 passengers.	..	E. 6	Eastward of Aves Island, Venezuela.
8 Oct.	"Eureka" Age unknown.	Faversham	..	..	..	Schooner, W.	151	7	H. Sandy	Ramsgate	Ballast	..	E. 4	Off Broadstairs, Kent.
10 Oct.	"Ira D. Sankey" 8 years.	St. John's, N.F.L.	..	..	..	Fishing schooner, W.	31	6	J. Winsor, Carbonear, N.F.L.	Carbonear, N.F.L.	Codfish and oil.	..	N.N.W. 10	Indian Tickle, Labrador.
11 Oct.	"Benton" 26 years.	Aberdeen	..	(a) 11 1/2 (b) 12.97.	90 AL	S.S., L	545	16	J. Strachan	Archangel	Timber	..	N.W. 6	About 26 miles S.W. of Cape Orloff, Lapland, Russia.
11 Oct.	"Nagoor Meera Salboo," 21 years.	British India (not registered).	..	..	..	Brig. W.	206	14	Viacoolam Pillay.	Porto Novo, Masulipatam.	Minnumuloo	..	Cyclone	Near Masulipatam W. coast of India.
12 Oct.	"Peep o' Day" 33 years.	Skibbereen	..	..	..	Dandy, W.	23	8	W. Casey	Glandore, for fishing.	Ballast	..	S. 5.	Entrance to Glandore Har- bour, Co. Cork.
14 Oct.	"Athelechy" 4 years.	British India (not registered).	..	..	..	Brig. W.	176	19	—	Negapatam	Earth- ware, 2 passen- gers.	..	— 10	10 miles off Second Barongsa, E. coast of India.
14 Oct.	"Mohegan" New.	Hull	..	(a) 11 1/2 (b) 10.88.	100 AL	S.S., Steel.	4,510	96 & 4 cattle- men.	R. Griffiths	London	General, 57 passen- gers.	106 (92 crew & 44 pas- sengers)	E. 6	Manacles Rocks, Cornwall.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
188. 15 Oct.	"Mona" .. Age unknown.	Not registered	..	Cutter (yacht), W.	3	None on board.	G. Kirkham ..	S Jamieson, Borrowstoness.	Moored off Borrowstoness.	Ballast ..	Ballast ..	—	W.S.W. 7	Outside dock wall, Borrowstoness, Linlithgowshire.
18 Oct.	"Arngruda" .. 17 years.	Norway	..	Barque, W.	945	14	— Haagenzen ..	J. Bugge, Isaachsen & Co., Mandal, Norway.	Liverpool ..	Campbellton, N.B.	Ballast ..	—	E.N.E	Near Misson Light, New Brunswick.
18 Oct.	"Fremad" .. 29 years.	Norway	..	Sloop, W...	51	4	R. Rasmussen ..	N. Torgersen, Sandness, Norway.	Douarnenez, France.	Dysart ..	Ballast ..	—	E. 9	Cambois Sands, near Blyth, Northumberland.
18 Oct.	"Iris" .. 50 years.	Jersey ..	..	Cutter, W	17	None on board.	.. ..	T. Godfray, Sark, Channel Islands.	Lying in Creux Harbour, Sark.	..	Ballast ..	—	S. 10	Creux Harbour, Sark, Channel Islands.
18 Oct.	"Linnnet" .. 25 years.	Not registered	..	Fishing dandy, W.	20	None on board.	J. Rice ..	P. Tallon, Baldoyle, Co. Dublin.	Moored at Howth, Co. Dublin.	..	Ballast ..	—	E. 10	Howth, Co. Dublin.
18 Oct.	"M. & F. Jackson" .. Age unknown.	Sydney, C.B.	..	Schooner, W.	72	4	C. W. Bennett ..	S. Salter, N. Sydney, C.B.	Sydney, C.B.	Chatham, N.B.	Coal ..	—	— 10	Buctouche Beach, Cape Breton.
18 Oct.	"Uranos" .. 23 years.	Norway	..	Barque, W.	474	11	C. Jorgensen ..	N. Frits, Porsgrund, Norway.	Shediac, N.B.	Garston ..	Timber ..	—	S.E. 12	Goulet, Allright Island, Magdalen Islands, Gulf of St. Lawrence.
17 Oct.	"Allen" .. 42 years.	Norway	..	Schooner, W.	111	6	O. Samuelsen ..	G. Fieldahl & Co., Lillesand, Norway	Lillesand ..	Newcastle-on-Tyne.	Timber ..	—	E. 10	Oramond Island, Firth of Forth.
Sup- posed 17 Oct.	"Amor" .. 35 years.	Germany	..	Ketch, W.	49	3	A. Lindemann ..	W. Jacobus, Rhaudernmoor, Germany.	W. Wemyss, Fife-shire.	Freiburg, Germany.	Coal ..	3	S.E. 10	Off Boulmer, Northumberland.
17 Oct.	"Bertha" .. 35 years.	Sweden	..	Barque, W.	206	9	O. F. Helander ..	F. O. Johansson, Kalmar, Sweden.	Westerwik, Sweden.	W. Hardlepool.	Pit props, 1 passenger.	—	E. 10	Oramond Island, Firth of Forth.
Sup- posed 17 Oct.	"Gebrüder" .. 20 years.	Germany	..	Ketch, W.	92	5	H. Heyen, Barsel, Germany.	..	W. Wemyss, Fife-shire.	Geste-munde, Germany.	Coal ..	5	E.S.E. 10	Off Berwick Pier.
17 Oct.	"Ida" .. 21 years.	Russia ..	..	Brigantine, W.	247	9	V. T. Lindroos ..	O. A. Jackson, Krasnodar, Russia.	Wivenhoe ..	Sunder-land.	Ballast ..	3	E. by N. 10.	Carr Orm, Firth of Forth.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

17 Oct.	"Jantje" .. 4 years.	Holland	3.3 G. 10.94. (b) ..	B. Ver. I. Div. I.L. from ..	Schooner, Steel.	160	5	J. Kramer, Groningen, Holland.	Granton ..	Methil ..	Ballast ..	E.S.E. 10	Off Buchhaven, Fifehire.
17 Oct.	"Mignon" .. 36 years.	Norway	..	..	Irish, W.	247	8	L. G. Fellberg .. C. Røe, Brevig, Norway.	London ..	Leith Roads	Ballast ..	W. 10	Oscar Rocks, Firth of Forth; subsequently put ashore at Borrowstoness.
17 Oct.	"Sarah" .. 14 years.	Not registered	..	..	Cutter (yacht), W.	2	None on board.	J. Bennett, Gourrock.	Moored in Gourrock Bay.	Ballast ..	..	E. 8	Oardwell Bay, Gourrock, Renfrewshire.
17 Oct.	"Sunshine" .. 32 years.	Windsor, N.S.	..	..	Schooner, W.	86	6	M. Cook, Windsor, N.S.	Louisbourg, O.B.	Wolfrville, N.S.	Coal ..	N. 9	Near Baccaro Light House, Nova Scotia.
17 Oct.	"Uria" .. 46 years.	Norway	..	..	Barque, W.	484	9	H. A. Olsen .. J. Solum, Dram- men, Norway.	Hamburg ..	Christiania	Oats ..	E. 10	N. end of Little Carr Rock; afterwards on the main- land near Craster Haven, Northumberland.
17 Oct.	Name unknown .. Age unknown.	Not registered	..	..	Cutter (yacht), W.	2	None on board.	T. Stevenson, Glasgow.	Laid up in .. Rothsay Bay, Bute.	Ballast ..	..	N.E. 10	Off New Parish Manse, Rothsay, Island of Bute.
17-18 Oct.	(No name) .. 1 year.	Not registered	..	..	Pilot boat (lugger), W.	1	None on board.	.. .. The pilots of Methil, Fife- shire.	(Had been moored at Methil, Fifehire.)	Ballast ..	..	E. 9	Buchhaven, Fifehire.
18 Oct.	"Agnes" .. 46 years.	Glasgow	..	..	Smack, W.	32	1 only on board.	A. Galbraith .. G. Halliday, Glasgow.	Salving in Kilchattan Bay, Island of Bute.	Salvage plant.	..	E. 10	Kilchattan Bay, Island of Bute.
18 Oct.	"A. W. Singleton" .. 36 years.	Norway	..	..	Barque, W.	546	11	K. Tharaldsen .. Juell & Tharald- sen, Risør, Norway.	Gothenburg	Methil ..	Pit props ..	E. 10	Rocks near Wemyss Castle, Fifehire.
18 Oct.	"Arel" .. 41 years.	Norway	..	..	Barque, W.	520	10	M. Martinsen .. A. Ellefsen, Fredericksstad, Norway.	London ..	Christiania	Coke ..	E. 10	May Island, Firth of Forth.
18 Oct.	"Birger" .. 26 years.	Russia	..	..	Barque, W.	737	15	K. O. Nordling .. B. Ekroth, Bauno, Russia.	San Carlos ..	Abo ..	Salt ..	E.S.E. 10	Salt Sear Rocks, Yorkshire.
18 Oct.	"Fridold" .. 41 years.	Norway	..	..	Barque, W.	379	9	N. Nielsen, Arendal, Norway.	Boston, Linca.	Arendal ..	Coal ..	E. 10	Off Kilness, Yorkshire.
18 Oct.	"Hvide Stjerne" .. 41 years.	Norway	..	..	Schooner, W.	132	6	K. O. Jacobson .. P. Bogen, Sande- jord, Norway.	Memel ..	Allos ..	Oak staves	E. by S. 10	Oscar Rocks, Firth of Forth.
18 Oct.	"Kara" .. 16 years.	Lowestoft	..	..	Dandy, W.	52	4	G. Salter .. H. G. Jones, Lowestoft.	Lowestoft, for fishing	Ballast ..	..	E.S.E. 7	Lowestoft, Suffolk.
18 Oct.	"Nanna" .. 43 years.	Norway	..	..	Schooner, W.	149	6	G. Osmundsen .. G. T. Jørgensen & Co., Chris- tiansand Nor- way.	Christiansand	Burnt- island.	Pit props ..	E. 10	Aberdour Bay, Fifehire.

SEA-CASUALTIES. VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 18 Oct.	"Petene" .. 32 years.	Sweden	..	Schooner, W.	120	5	G. Sandtn	S. Carlsson, Oscarshamn, Sweden.	Methil	Oscarshamn	Coal	..	N.E. 10.	About 6 miles W. of Leith, Edinburghshire.
18 Oct.	"Striver" .. 20 years.	Gt. Yarmouth	..	Dandy, W.	77	6	W. Wyatt	Howett & Co., Lim., London.	Gt. Yarmouth, for fishing.	Ballast	..	..	E. by S. 7	South Pier, Gt. Yarmouth.
18 Oct.	"Tjeldar" .. 41 years.	Sweden	..	Brigantine, W.	173	7	C. J. Lundqvist.	A. Pettersson, Oscarshamn, Sweden.	Newcastle- on-Tyne.	Ahus, Sweden.	Coal	..	E. 10	Near Arbroath, Forthshire.
18 Oct.	"Vahlborg" .. 35 years.	Sweden	..	Brig. W. ..	301	8	A. W. Holm	J. G. Anderson, Verkeback, Sweden.	Verkeback ..	E. Hartle- pool.	Pit props.	1	E.S.E. 10	Under Redcliffe Point, York- shire.
18 Oct.	"Wilhelm" .. 1 year.	Russia	..	Schooner, W.	163	6	E. Kuhlwald	Derkewitz & Weidemann, Sasnaman, Russia.	Boston, Linca.	Memel	Coal	1	E. by S. 9	2 miles W. of St. Andrews, Fifehire.
18-19 Oct.	"Pilot Boat No. 2" New	Not registered	..	Pilot boat (Ingsall), W.	About 3	None on board.	..	The pilots of Methil, Fife- shire.	(Had been moored at Methil, Fifehire.)	Ballast	..	..	E.S.E. 9	Buckhaven, Fifehire.
19 Oct.	"Adelgunde" .. 44 years.	Norway	..	Barque, W.	821	13	B. Olsen	H. B. Johannesen, Tonsberg, Nor- way.	Beckton, River Thames.	Christiansia	Coke	1	E.S.E. 10	Boulmer Stile, Northumber- land.
19 Oct.	"Augvald" .. 21 years.	Norway	..	Schooner, W.	227	8	H. P. Hansen	A. Lehmann, Drobak, Nor- way.	Portsmouth	Forgrund	Ballast	6	E.S.E. 8	Of Gourdon, Kincardine- shire.
19 Oct.	"Dora" .. 26 years.	Norway	..	Barque, W.	903	14	M. L. Hansen	M. Pedersen, Man- dal, Norway.	Pascegoria	Gluckstadt	Timber	..	E. 10	Boulmer Stile, Northumber- land.
19 Oct.	"Gripen" .. 41 years.	Sweden	..	Barque, W.	363	16	B. Johansson	A. J. Rundqvist, Ystad, Sweden.	Hernösand	W. Hartle- pool.	Pit props.	..	E. 8	Near Methil, Fifehire.
19 Oct.	"Maria" .. 37 years.	Sweden	..	Brig. W. ..	198	7	A. Tobiasson	J. F. Hallberg, Uddevalla, Sweden.	Uddevalla ..	Middle- brough.	Pit props.	..	N.N.E. 8	Tyne Sands, near Dunbar, Haddingtonshire.
19 Oct.	"Paolo" .. 16 years.	W. Hartlepool	(a) Ll. 100 AL. (b) 0.97.	S.S. ..	647	18	J. W. Howling	J. W. Croft & J. Mayes, W. Hart- lepool.	Burntisland	Hamburg	Coal	..	E. 9	Gannet Rock, Firth of Forth.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

19 Oct.	"Pilmsoil" 27 years.	Norway	..	..	..	Brigantine, W.	190	6	H. Gnall ..	J. F. Juell & Co., Risør, Norway.	Hull ..	Odense, Denmark.	Coal	..	W.S.W. 10	Abreast of Hopetoun House Linthgowshire.
19 Oct.	"Zippora" 35 years.	Norway	..	..	..	Brig. W. ..	246	8	S. Christensen, Tonsberg, Norway.	..	Newhaven ..	Tonsberg ..	Ballast	..	E.S.E. 8	Averal Head, near Collie- ston, Aberdeenshire.
19 Oct.	"Zulu" 28 years.	Guernsey	..	(a) Li. 1-21 (b) 4.98	..	Barquentine, W.	257	9	W. C. Limesurier	J. Grace, Guernsey.	London ..	Newcastle-on-Tyne.	Chalk	..	E. 9	Seacliff Bay, Haddington- shire.
20 Oct.	"Anna Victoria" 20 years.	Russia	..	..	..	Schooner, W.	234	Sup- posed 8	— Muskant ..	J. Weide, Hay- nash, Russia.	Unknown ..	Unknown	Unknown	..	S.E. 8	600 yds. S. of Eucharass Light-house, Aberdeen- shire.
20 Oct.	"Brødrene Clausen" 48 years.	Norway	..	..	..	Brig. W. ..	283	8	H. Kaalstad ..	S. M. Gram, Tons- berg, Norway.	N. Shields ..	Saundersund, Norway.	Coal	..	S.S.E. 10	Near Arbroath, Forfarshire.
20 Oct.	"Felix" 39 years.	Sweden	..	..	..	Barquentine, W.	330	10	G. Andersen ..	G. Andersen & others, Jonstrup, Sweden.	E. Hartlepool	Malmö ..	Coal	..	—	Throng Neck, near Downies Point, Kincardineshire.
20 Oct.	"Freia" 47 years.	Norway	..	..	..	Brigantine, W.	126	7	T. H. Nielsen ..	J. Larsen, Tons- berg, Norway.	Burntisland	Tonsberg ..	Coal	..	E.S.E. 7	About 2 miles N. of John- haven, Kincardineshire.
20 Oct.	"Fremad" 25 years.	Denmark	..	..	..	Schooner, W.	79	5	H. M. Jensen ..	R. A. Holst, Svaneke, Den- mark.	Kongsberg	Methil ..	Sleepers	..	E.S.E. 5	Newark Castle, near St. Monan's, Fifeshire.
21 Oct.	"Sarah" 33 years.	Carnarvon	..	(a) Li. A.1. (in red). (b) 2.98	..	Schooner, W.	89	4	W. Bowlands, Portmadoc, Carnar- vonshire.	..	Portmadoc ..	Hamburg	Slates	..	E.S.E. 6	Coast of Amrum Island, Germany.
22 Oct.	"Annie" 20 years.	Sweden	..	..	..	Barquentine, W.	295	8	N. Pelsun ..	K. Jansson, Mal- mo, Sweden.	Sundsvall ..	Sunderland	Timber	..	S.W. 6	3 miles S. of Belhelvie, Aberdeenshire.
22 Oct.	"Dagen" 31 years.	Norway	..	..	..	Brig. W. ..	170	7	C. Andersen ..	A. B. Andersen & Co., Tonsberg, Norway.	Burntisland	Tonsberg ..	Coal	..	W.S.W. 8	W. side of Spey Bay, Moray Firth.
23 Oct.	"Irma" 9 years.	Charlottetown, P.E.I.	..	..	..	Brigantine, W.	219	8	C. Taylor ..	W. Matheson, Charlottetown, P.E.I.	St. Martin's, W.I.	Halifax, N.S.	Salt, 1 pas- senger.	..	S. 9	Thrumzap Shoal, off Hal- ifax, Nova Scotia.
23 Oct.	"Mistletoe" 23 years.	St. John, N.B.	..	..	..	Barque, W.	788	12	W. Simpson ..	C. McL. D. Troop, St. John, N.B.	Santos	Ship Island, U.S.A., via Barbados.	Ballast	..	E. 4	S. point shoal, Barbados, West Indies.
24 Oct.	"Perseverance" 20 years.	Auckland, N.Z.	..	..	..	Ketch, W. ..	15	7	G. Frost ..	H. M. Porter, Auckland, N.Z.	Auckland, N.Z.	Table Cape, Mahia, Pen.	Ballast	..	N.E. 7	Okitte Point, Bay of Plenty, N. Island, New Zealand.
24 Oct.	"Two Brothers" 14 years.	Weymouth, N.S.	..	..	..	Schooner, W.	95	6	J. Amaro ..	Miss E. B. Everett, Somerville, Mass.	Meteghan River, N.S.	Portland Me.	Lumber	..	S.S.W. 9	Little Duck Island, Maine, U.S.A.
25 Oct.	"Autocrat" 23 years.	Newcastle-on- Tyne.	..	(a) Li. 1-21 (b) 4.98	..	S.S. L	996	20	M. Manson ..	W. Forster, New- castle-on-Tyne.	S. Shields ..	Cronstadt	Coal	..	N.W. 2	Near Ristina Point, Dago Island, Russia.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether of Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 26 Oct.	"A. J." 19 years.	St. John, N.B.	.. ..	Schooner, W.	45	2	C. Newcomb ..	G. Newcomb, Parrsboro', N.S.	Parrsboro', N.S.	Windsor, N.S.	Coal, 2 pas- sengers.	—	S.E. 9	Off Hantsport, Nova Scotia.
26 Oct.	"Osababar" 15 years.	Glasgow ..	(a) Ll. A1* (in red) 1. (b) 8.98.	S.S. Steel ..	1,111	33	H. A. Yardley ..	British & African Steam Navigation Co., Ltd., Glasgow.	Since, Liberia	Liverpool	African produce.	—	—	Yellow Will Reef, off Grand Bassa, Liberia, W. Coast of Africa.
27 Oct.	"Century" 32 years.	Jersey ..	.. ..	Brigantine, W.	181	7	J. G. Bequet ..	C. Robin, Collas & Co., Ltd., Jersey.	Grand River	Mal Bay ..	Codfish (part cargo).	1	S.E. 10	W. side of Mal Bay Cove, Gaspé, Quebec, Canada.
27 Oct.	"Esperanza" 35 years.	Sweden ..	.. ..	Schooner, W.	243	9	F. T. Lundborg	E. Jansson, Malmo, Sweden.	Harnosand ..	Ayr ..	Timber ..	—	S.W. 9	Near mouth of Hope River, Loch Eriboll, Sutherland- shire.
28 Oct.	"Mayflower" 16 years.	Glasgow ..	.. ..	S.S. I. ..	38	4	J. Salisbury ..	R. Munro & Co., Glasgow.	Glasgow ..	Jura ..	Coal ..	—	—	Boghacul Rock, outside Geat's Island, W. coast of Scotland.
29 Oct.	"Stephen & Sarah" 44 years.	Faversham ..	.. ..	Brigantine, W.	155	7	S. H. Friend ..	Mrs. E. Kemp, Whitstable, Kent.	Sunderland	Whitstable	Coal ..	—	S.W. 8	Gunfleet Sand, Thames Estuary.
30 Oct.	"Walker Drew" 27 years.	Lowestoft ..	.. ..	Ketch, W.	69	3	J. McLeod ..	J. Gordon, Lochinver, Sutherlandshire.	Troon ..	Lochinver	Coal ..	—	N.E. 5	Patterson's Rock, Argyll- shire.
— Oct.	"Onward" Age unknown.	Not registered	.. ..	Lugsail, W.	About 20	None on board.	.. ..	Sir J. Jackson, Methil.	(Had been moored at Methil.)		Ballast ..	—	— 10	Buckhaven, Fifeshire.
— Oct.	"Snowdrift" 14 years.	Halifax, N.S.	.. ..	Schooner, W.	53	—	.. ..	J. McKinnon, Shinacadie, C.B.	N. Sydney, C.B.	Lockeport, N.S.	Coal ..	—	E. 9	Big Bras d'Or, Cape Breton.
— Oct.	"Starlight" 24 years.	U.S.A. ..	.. ..	Brig. W. ..	256	—	— Gallehar ..	Smith & Gregory, New York, U.S.A.	Hayti ..	New York	Logwood..	—	—	Hogaty Reef, Bahamas, West Indies.
2 Nov.	"Emma A. Dickerson." 31 years.	Belize, British Honduras.	.. ..	Schooner, W.	43	6	D. Gill ..	O. E. Peters, Belize, British Honduras.	Moored at Half Moon Cay	Half Moon Cay	Ballast ..	—	W.N.W. to N.N.E. 11	Half Moon Cay, British Honduras.
2 Nov.	"Piel Oustie" 33 years.	Barrow-in- Furness.	.. ..	Schooner, W.	75	4	T. Jamieson ..	J. Fisher & Sons, Barrow-in- Furness.	Youghal ..	Preston ..	Timber ..	—	S.W. 9	Middle Patches and sube- giant W. of Hoye Bank, Liverpool Bay.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

2 Nov.	"Queen of the Sea" 46 years.	Penzance	"	"	"	Schooner, W.	110	6 & 2 Dead boat- men.	W. Hodges	Mrs. E. Raine, Graveend, Kent.	The Tyne	Exeter	Coal	S.R.W.	East Bay, Dungeness, ent.
2 Nov.	"Quelle" 23 years.	Norway	"	"	"	Barque, W.	563	11	P. Pedersen	J. Wagle & Co., Arendal, Nor- way.	Ardrossan	Georgetown, Demerara.	Coal	S.W. 8	Entrance to Ardrossan Harbour, Ayrshire.
8 Nov.	"Era" 24 years.	Norway	"	"	"	Barque, W.	412	10	A. Andersen	N. Olsen, Aren- del, Norway.	Sundsvall	Belfast	Timber, 1 passenger.	N.W. 9	Valas, Uig, Island of Lewis.
4 Nov.	"Brilliant Star" 17 years.	St John's, N.F.L.	"	"	"	Schooner, W.	45	4	E. Furey, Little Bay, N.F.L.		Little Bay, N.F.L.	St John's, N.F.L.	Oddfish, job- sters, &c.	W. by S. 3	Herring Rocks, E. Coast of Newfoundland.
5 Nov.	"Mariner" 5 years.	U.S.A.	"	"	"	Schooner, W.	108	18	S. W. Stanley	J. F. Wanson & Co., Gloucester, Mass., U.S.A.	Gloucester, Mass., for fishing.		Ballast	— 5	Wet Bay, N.E. of Sable Island, Nova Scotia.
6 Nov.	"Pécherie" Ostendaise IV, 1 year.	Belgium	"	"	"	S.S., I.	54	10	P. Titeillon	Société de Pé- cherie Ostendaises, Ost- end, Belgium.	Ostend, for fishing.		Ballast	S.W. by S. 2.	Rattray Briggs, Aberdeen- shire.
7 Nov.	"Daisy" 20 years.	Gt. Yarmouth	"	"	"	Dandy, W.	74	6	C. Parmenter	Hewett & Co., Lim., London.	Gt. Yarmouth, for fishing.		Ballast	S. 4	Near Gorleston, Suffolk.
8 Nov.	"Gladstone" Age unknown.	Not registered	"	"	"	Steam barge, I.	About 20	2	W. McKay	— Best, Leith	Queensferry	Leith	Stone	Calm	Entrance to Granton Har- bour, Edinburghshire.
9 Nov.	"Blue Jacket" 15 years.	Cardiff	"	"	"	S.S., I.	1,338	21	J. Thomas	G. Hallett, Cardiff	Plymouth	Cardiff	Ballast, 1 passenger.	E.S.E. 5	Longships Rocks, off Corn- wall.
9 Nov.	"Edward A. Horton" 28 years.	Digby, N.S.	"	"	"	Schooner, W.	67	16	A. Longmire	J. E. Snow, Digby, N.S.	Digby, N.S., for fishing.		Ballast	N.N.E. 4	N. Point, Brier Island, Nova Scotia.
9 Nov.	"Vado" 9 years.	St. John, N.B.	"	"	"	Schooner, W.	99	5	G. Swayne	Mrs. L. E. Swayne, Dorchester, N.B.	Boston, Mass.	Bangor, Me.	Ballast	E.N.E. 6	Thrum Cap Island, Maine, U.S.A.
10 Nov.	"Gratitude" 11 years.	Invercargill, N.Z.	"	"	"	Ketch, W.	114	16	N. McDonald	J. Fisher, Inver- cargill, N.Z.	Bluff, N.Z.	Macquarie Island, Tas.	General	E.S.E. 7	Macquarie Island, Tas- mania.
10 Nov.	"Ramprasad" 28 years.	British India (not registered).	"	"	"	Sailing vessel, W.	16	5	"	"	Vinguria	Ratnagiri	General	— 10	Near Bhatia, Bombay, W. coast of India.
11 Nov.	"Esther" 34 years.	Hobart, Tas.	"	"	"	Ketch, W.	33	2	"	E. B. Goddard, Strahan, Tas.	Duck River	Strahan, Tas.	Timber	E.N.E. 7	S. end of Hunter's Island, Tasmania.
11 Nov.	"Garfield" 16 years.	Sydney, N.S.W.	"	"	"	Schooner, W.	84	5	P. A. Peterson	Littley Bros., Port Adelaide, S.A.	Duck River, Tas.	Adelaide, S.A.	Timber	N.E. 8	King Island, Tasmania.
11 Nov.	"King's Cross" 16 years.	London	"	"	"	S.S., I.	1,369	23	J. Collier	J. Cory & Sons, Cardiff.	Bayonne	Cardiff	Pit props	S.E. —	Off Boucan, near Bayonne, France.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 13 Nov.	"John O'Neill" Age unknown.	U.S.A.	.. .. .	Barge ..	—	—	.. .. .	.. .. .	N. American Lakes. (in tow).	New York.	..	—	—	St. Peter's Harbour, Prince Edward Island.
13 Nov.	"Lauri" 53 years.	Carnarvon	.. .. .	Keelch, W..	42	3	L. Roberts, Borth, Carnarvonshire.	.. .. .	Portmadoc ..	Cardiff ..	Slates ..	—	N.E. 9	Fishguard Bay, Pembroke-shire.
13 Nov.	"Umbria" New.	Hull	.. .. . (a) LL 100 AL (steam trawler). (b) 188.	Steam trawler, I.	62	9	J. Rust ..	E. J. Williams, Hill.	Hull, for fishing.	..	Ballast ..	—	S.S.W. 4	Blea Wyke Point, Yorkshire.
15 Nov.	"Bede" 12 years.	London	.. .. . (a) LL 100 AL (spar deck). (b) 187.	S.S., I. ..	2,101	28 and pilot.	W. Anderson ..	J. S. Barwick, Sunderland.	Norfolk, Va.	Hamburg	General ..	—	S.W. 1	Vk. end of Mittelgrund, entrance to River Elbe, Germany.
17 Nov.	"Atlanta" 13 years.	Greenock	.. .. . (a) LL 100 AL (in red). I. (b) 898.	Ship, I. ..	18.3	26	C. McBride ..	N. Hill, Greenock	Tacoma, U.S.A.	Alcoa Bay, Cape Colony.	Wheat ..	23	S.W. 5	About 4 miles S. of Alcoa Bay, Oregon, U.S.A.
18 Nov.	"Faerder" 28 years.	Norway	.. .. .	Barque, W.	690	12	— Sørensen, Tønsberg, Norway.	.. .. .	Cardiff ..	Sandhamn, Sweden.	Coal ..	—	S. 2	Long Bank, off Roslare, co. Wexford.
19 Nov.	"O. Blanchard" 30 years.	Jersey	.. .. .	Brig, W. ..	260	9	A. Briard ..	C. Robbin, Collins & Co., Lim., Jersey.	Arichat, C.B.	Paspébiac, Quebec.	Codfish ..	—	E. to E.N.E. 6	Shippegan Island, New Brunswick.
20 Nov.	"Faith" 47 years.	Colchester	.. .. .	Cutter, W.	22	4	W. P. Ochoek, E. Donyland, Essex.	.. .. .	Harwich, for fishing.	..	Ballast ..	—	W. 3	Cork Sand, Essex.
21 Nov.	"Columbine" 31 years.	Banff	.. .. .	Schooner, W.	78	3	J. Storm, Findhorn, Morayshire.	.. .. .	Balintore ..	Banff ..	Ballast ..	—	N.N.E. 7	Back of E. pier, Banff, Banffshire.
21 Nov.	"Ellon and Mary" 11 years.	Dublin	.. .. .	Cutter, W.	50	4	W. Byrne ..	M. Dalton, Ringsend, Co. Dublin.	Dublin, for fishing.	..	Ballast ..	—	N.N.E. 4	Cardy Rocks, Balbriggan, Co. Dublin.
22 Nov.	"Orion" 42 years.	Sweden	.. .. .	Schooner, W.	287	7	H. V. E. Ekeblom ..	M. Landqvist, ÖNÄMMAR, Sweden.	Gefle, Sweden	Portsmouth	Firewood ..	—	N. 3	Gunfleet Sand, Thames Estuary.
23 Nov.	"Alori" 20 years.	Plymouth	.. .. .	Fishing keelch, W.	43	4	W. Lucock, Plymouth.	.. .. .	Moored in the Cattewater, Plymouth.	..	Ballast ..	—	S.W. 8	Queen Anne Battery, Catter-water, Plymouth.
23 Nov.	"Ceres" 23 years.	Liverpool	.. .. .	S.S., I. ..	26	3	H. Doe ..	W. E. Drewett, Freshwater, I. of Wight.	Loading off Hurst Castle, Hampshire.	..	Shingle ..	—	S.W. 7	Near Hurst Castle, Hamp-shire.



SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 27 Nov.	"Champion" 33 years.	Digby, N.S.	.. ..	Brigantine, W.	99	6	R. J. Anthony ..	P. H. Reed, Clementia, N.S.	Boston, Mass.	Bear River, N.S.	Ballast ..	—	N.E. 9	W. side of Quoddy Bay, U.S.A.
27 Nov.	"Christina Moore" 17 years.	Windsor, N.S.	.. ..	Schooner, W.	197	7	H. H. Smith ..	L. M. Smith, Cheverie, N.S.	New York ..	Yarmouth, N.S.	Coal ..	—	N.E. 13	Vineyard Haven, U.S.A.
27 Nov.	"Greis" 9 years.	St. John, N.B.	.. ..	Schooner, W.	123	5	A. Hall ..	N. O. Scott, St. John, N.B.	St. John, N.B.	Newhaven, Conn., U.S.A.	Lumber ..	—	N.N.W. 13	Huntingdon, Long Island, U.S.A.
27 Nov.	"Levuka" 5 years.	Parraboro, N.S.	.. ..	Schooner, W.	76	3	C. A. Morrison ..	F. Roberts, Parraboro, N.S.	Parraboro, N.S.	Perry, Me.	Coal ..	—	N.E. 11	Gleason's Cove, Perry River, Maine, U.S.A.
27 Nov.	"Nellie Doe" 31 years.	St. John, N.B.	.. ..	Schooner, W.	110	5	H. W. Crocker ..	G. D. P. Prescott, Albert, N.B.	Harvey, N.B.	New York	Laths ..	—	N.E. 10	Vineyard Haven, Massachusetts, U.S.A.
27 Nov.	"Newburgh" 10 years.	Windsor, N.S.	(a) B. Ver. 3/3 G. 1.1. for 6 years from 1893. (b) 1893.	Schooner, W.	505	9	H. P. Smith ..	S. Duncock, Windsor, N.S.	New York ..	Windsor, N.S.	Ballast ..	—	N.E. 13	Vineyard Haven, U.S.A.
27 Nov.	"Rebecca W." 17 years.	Windsor, N.S.	.. ..	Schooner, W.	31	2	F. Gough ..	J. Collins, St. John, N.B.	St. John, N.B.	St. Martin's, N.B.	General ..	—	E.N.E. 10	Dipper Harbour, New Brunswick
27 Nov.	"Renfrew" 37 years.	Halifax, N.S.	.. ..	Schooner, W.	42	—	.. ..	M. Sampson, D'Escoisse, N.S.	Winter Harbour.	.. ..	Codfish ..	—	—	Hart's Island, Canoe, Nova Scotia.
27 Nov.	"Seraphine" 10 years.	Digby, N.S.	.. ..	Schooner, W.	120	6	N. W. Chute ..	L. D. Vroom, Bear River, N.S.	Boston, Mass.	Clementia, N.S.	General ..	—	N.N.E. 12	Thompson's Island, Boston, Massachusetts, U.S.A.
27 Nov.	"Success" 8 years.	Halifax, N.S.	.. ..	Schooner, W.	21	2	T. O'Neil, Main-d-Dien, C.B.	.. ..	Halifax, N.S.	Main-d-Dien, C.B.	General ..	3	E. 9	Halifax, Nova Scotia.
28 Nov.	"Earl of Jersey" 12 years.	Cardiff ..	.. ..	Steam tug, L.	25	6	W. Halbert ..	H. B. Marquand, .. ..	Cardiff, seeking.	.. ..	Ballast ..	—	N.E. 7	Lundy Island, Bristol Channel.
28 Nov.	"Flying Scud" 28 years.	St. John's, N.F.L.	.. ..	Schooner, W.	58	8	E. Taylor ..	S. Prince, Bonavista Bay, N.F.L.	Harbor Grace, N.F.L.	Trinity Bay, N.F.L.	Ballast ..	—	S.S.E. 3	Baschen Island, Newfoundland.
28 Nov.	"Laurel" 17 years.	St. John's, N.F.L.	.. ..	Schooner, W.	52	6	A. Noel ..	W. P. Munn, Harbor Grace, N.F.L.	Harbor Grace, N.F.L.	Trinity Bay, N.F.L.	Ballast ..	—	S.E. 2	Low Point, Conception Bay, Newfoundland.
28 Nov.	"Bells of the Bay" 28 years.	Guysboro, N.S.	.. ..	Schooner, W.	20	3	J. Gosbee, Murray Harbour, P.E.I.	.. ..	Montague, P.E.I.	Pictou, N.S.	General ..	—	E. 9	Near Chances Harbour, Pictou Co., Nova Scotia.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

30 Nov.	"Rooparel" Age unknown	Native India ..	..	..	Native craft, W.	41	7	..	..	..	Bhavnagar..	Bombay ..	Clay, &c., 6 passengers.	—	— 10	Thapan Creek, Bombay, W. coast of India.
30 Nov.	"Scottish King" 2 years.	London ..	..	(a) 11, 100 AL. (b) 308.	S.S., Steel..	2148	34	H. James..	T. Donaldson, London.	Antwerp ..	Boston, Mass.	General ..	General ..	—	S.W. 7	Near Seals Cove, Newfoundland.
— Nov.	"Alice Curtis" 40 years.	Montego Bay, Jamaica.	..	..	Schooner, W.	87	7	T. K. Eden	J. S. Wood, Grand Cayman.	George Town, Grand Cay- man.	Cayman Brack.	Ballast ..	Ballast ..	—	—	Grand Cayman, West Indies.
1 Dec.	"Elizabeth" 34 years.	Lowestoft ..	..	..	Ketch, W.	60	3	J. Boyce, Spalding, Linca.	..	Sutton Bridge, Linca.	Newcastle- on-Tyne.	Wheat ..	Wheat ..	>	W. by S. 6	Kilnsea, Yorkshire.
1 Dec.	"Imperator" 28 years.	Norway ..	..	..	Barque, W.	549	11	O. Olsen ..	O. Klier & Co., Arendal, Norway.	Silgo ..	Hull ..	Timber ..	Timber ..	—	W.N.W. 10	Lower Bosses Point, oo. Silgo.
3 Dec.	"Venus" 28 years.	Not registered	..	..	Lugger, W.	4	4	M. Johnston	J. Ansdia Spittal, Northumber- land.	Berwick, for fishing.	..	Ballast ..	Ballast ..	—	W.S.W. 10	Overwick Shiel, Goswick, Northumberland.
3 Dec.	"Wana Wana" 14 years.	Sydney, N.S.W.	..	..	Schooner, W.	53	—	.. ..	F. Wickham, Rubiana, Solo- mon Islands.	.. ..	.. ..	.. ..	.. ..	—	—	Ferguson Island, British New Guinea.
4 Dec.	"Vamoose" 7 years.	St. John's, N.S.	..	(a) E. Ver. 3/2, A.L.L. for 12 years from 10.91. (b) 657.	Schooner, W.	346	8	B. M. Knowlton	F. E. Sayre, St. John, N.B.	Sydney, N.S.	St. John, N.B.	Coal ..	Coal ..	2	E. 9	Clay Head, Block Island, U.S.A.
6 Dec.	"Ellen" 26 years.	Halifax, N.S.	..	..	Schooner, W.	32	4	D. McFarlane, Margaree Harbour N.S.	..	Pictou, N.S.	Margaree, N.S.	Flour and Iron.	Flour and Iron.	—	N.W. 9	Margaree Harbour, Nova Scotia.
6 Dec.	"Olympia" 20 years.	Not registered	..	..	Smack (pilot boat), W.	26	3	J. Kirkbride, Maryport.	..	Maryport, seeking.	..	Ballast ..	Ballast ..	—	S.W. 6	Seaton Point, Cumberland.
7 Dec.	"Victory" 60 years.	Bideford ..	..	..	Smack, W.	26	2	J. Burns ..	Mrs. Pengelly, Clovelly, Devonshire.	Briton Ferry	Bideford ..	Coal ..	Coal ..	—	Calm ..	Outside Neath Bar, Glam- organshire.
8 Dec.	"Restrevor" 8 years.	Newry ..	..	(a) 11, 100 AL. (b) 1257.	S.S., I. ..	66	8	P. Hollywood ..	Newry & Kilkeel S.S. Co., Lim., Newry.	Newport, Mon.	Belfast ..	Coal ..	Coal ..	—	N.W. 2	Howe Rock, Ramsey Sound, Pembrokeshire.
8 Dec.	"Watchful" 7 years.	Not registered	..	..	Lugger, W.	10	5	J. Robertson, Torry, Aberdeen.	..	Aberdeen, for fishing.	..	Ballast ..	Ballast ..	—	Calm ..	Entrance to Aberdeen Har- bour.
9 Dec.	"Saxon" 7 years.	St. John, N.B.	..	..	Schooner, W.	119	5	J. E. Swim ..	Cape Sable Pack- ing Co., Tor- mouth, N.S.	Wallace, N.S.	Boston, Mass.	Stone ..	Stone ..	—	N.W. 8	Green Island, near Clarke's Harbour, Cape Sable, Nova Scotia.
10 Dec.	"Mobile" 19 years.	Bombay ..	..	..	S.S., I. ..	980	62	D. Miller ..	Bombay & Gulf Steam Navigation Co., Lim., Bombay.	Bombay ..	Jeddah ..	General, 1 passenger.	General, 1 passenger.	—	N. 5	Towardit Reef, Egypt.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 11 Dec.	"Aldeek" .. 16 years.	Sunderland ..	(a) LL. ✕ 100 AL. (b) 2.98.	S.S., I. ..	917	19 and 2 assistants.	H. L. L. Mure ..	Donald & Taylor, Glasgow.	Santander ..	Troon ..	Iron ore ..	—	S.W. 4	Saltpan Patch, Ayr Bay, Ayrshire.
11 Dec.	"Logna" .. 16 years.	Leith ..	(a) LL. ✕ 100 AL. (b) 12.97.	S.S., I. ..	724	20	J. Young ..	J. T. Salvesen, Leith.	Stockholm ..	Oxelsund, Sweden.	Ballast ..	—	N.W. 6	Haelbringe Reef, Oxelsund, Sweden.
12 Dec.	"Laurence" .. 23 years.	Canso, N.S. ..	.. ..	Schooner, W.	65	3	G. Ainsteay ..	J. W. Ingraham, N. Sydney, C.B.	N. Sydney, C.B.	Charlottetown, P.E.I.	Coal ..	—	E.S.E. 9	Cape George, Nova Scotia.
13 Dec.	"John B. Dolliver" .. 21 years.	Port Medway, N.S.	.. ..	Schooner, W.	35	3	G. A. Tutty ..	L. & M. Smith, Halifax, N.S.	Port Morien, C.B.	Louisbourg, C.B.	Flour and fish.	—	E. 9	W. side of False Bay Head, Cape Breton.
13 Dec.	"Margaret J." .. New.	Halifax, N.S. ..	.. ..	Schooner, W.	57	3	.. ..	J. Dickson, Guys- boro', N.S.	Sydney, C.B.	Wine Har- bour, N.S.	Coal ..	—	N.W. —	Eastern Rocks, Wedge Island, Guysboro', Nova Scotia.
15 Dec.	"Brinkburn" .. 4 years.	London ..	(a) LL. ✕ 100 AL. Spar deck. (b) 6.98.	S.S., Steel.	2,066	89	J. W. Martin ..	Harris & Dixon, London.	Galveston, U.S.A.	Havre ..	Cotton and cotton seed meal.	—	S. 2	Maiden Bower Books, Scilly Isles.
15 Dec.	"Five Brothers" .. 38 years.	Scarborough ..	.. ..	Yawl, W. ..	39	2	J. O. Nicholson ..	J. Payne, Scar- borough.	Hartlepool ..	Orford, Suffolk.	Coal ..	—	N.N.W. 2	2½ miles N. of Scarborough Coast Guard Station, Yorkshire.
16 Dec.	"Fox" .. 17 years.	Gt. Yarmouth ..	.. ..	Dandy, W.	76	6	W. Wilson ..	Hewitt & Co., Lim., London.	Gt. Yarmouth, for fishing.	.. ..	Ballast ..	—	W.N.W. 1	Cross Sand, off Gt. Yar- mouth.
16 Dec.	"Parisian" .. 16 years.	Lunenburg, N.S.	.. ..	Schooner, W.	107	4	J. W. Wilcox ..	Halifax, N.S.	Louisbourg, N.S.	Halifax, N.S.	Coal, 1 pas- senger.	2 (crew)	S.S.E. 9	Near Whitehead, Nova Scotia.
17 Dec.	"Ready and Go" .. 8 years.	St. John's, N.F.L.	.. ..	Schooner, W.	63	4	E. Ford ..	J. Norris, jun., Three Arms, Green Bay, N.F.L.	Grand Brail, N.F.L.	Channel, N.F.L.	Codfish and merchan- dise, 5 pas- sengers.	—	S. 4	Black Rock, Seal Island, Newfoundland.
19 Dec.	"Venture" .. Age unknown.	Not registered.	.. ..	Lugsail, W.	7	3	A. Brown ..	A. Chisholm and W. Hutchison, St. Andrews.	Lying on beach at Kinkell, Fifeeshire.	.. ..	Gravel ..	—	N.W. 6	Kinkell Beach, near St. Andrews, Fifeeshire.
22 Dec.	"Union" .. 64 years.	Belfast ..	.. ..	Schooner, W.	50	3	T. Mulligan ..	T. Mulligan & A. McLellan, Mal- lusk, Fifeeshire.	Moored in Loch Bay, Island of Skye.	.. ..	Ballast ..	—	S. 10.	Loch Bay, Island of Skye.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

23 Dec.	"Elizabeth Davies" 30 years.	Cardigan ..	.. ..	Smack, W.	29	3	2	S. James, St. Dogmael's, Pembroke- shire.	Cardigan ..	Point of Air	Ballast ..	1	S.S.W. 9	Rhoscollyn Bay, Anglesey.
23 Dec.	"Yolla" 8 years.	Hobart, Tas. ..	.. ..	S.S., W. ..	56	9	R. Reid ..	A. A. Ridley, Ho- bart, Tas.	King Island	Strahan, Tas.	Cattle ..	—	S.E. 1	Sandy Cape, Tasmania.
26 Dec.	"Perdiana" 2 years.	Singapore ..	(a) L.L. 100 AL (b) 7.50.	S.S., L. ..	120	23	A. C. Hendry ..	Malaydan S.S. Co., Singapore.	Singapore ..	Pahang ..	General, 44 passen- gers.	—	N.E. 7	Pahang Outer Bar, Straits Settlements.
27 Dec.	"Elizabeth" 40 years.	Galway ..	.. ..	Yawl (fishing) W. ..	22	None on board.	H. Lynch ..	T. H. Thompson, Castle Melton, co. Dublin.	Moored in Roads, N. Arran Island.	.. ..	Ballast ..	—	W. 10	Killeany Bay, N. Arran Island, Co. Galway.
27 Dec.	"Jordan" 9 years.	London ..	(a) L.L. 100 AL partially wing deck with freeboard. (b) 4.90.	S.S., Steel..	1,315	23	G. Gollightly ..	Mercantile S.S. Co., Lim., Lon- don.	Penarth ..	Kustendje, Roumania.	Coal and coke.	—	S.E. 4	Off Cape Trafalgar, Spain.
27 Dec.	"Marie Jane" 41 years.	Beaumaris ..	.. ..	Schooner, W.	74	4	W. Hughes ..	J. Ellis, Bangor, Carnarvon.	Moored at Lisecanor, co. Clare.	.. ..	Flag stones	—	W.S.W. 9	Rocks outside Lisecanor Harbour, co. Clare.
27 Dec.	"Marie Therese" 5 years.	France ..	(a) B. Ver. 3.3, L.L. 1 for 16 years from 10.90. (b) 12.90.	Barque, W.	326	12	L. Beven ..	D. Oger, Havre, France.	Havre ..	Martinique	Patent fuel and general	—	S.W. 10	Under Christchurch Head, Hampshire.
27 Dec.	"Mary Ann" 40 years.	Not registered	.. ..	Smack (trading) W.	12	None on board.	J. Stewart, Anchenhow.	.. ..	Laid up in Yellowport Creek, Arran Island.	.. ..	Ballast ..	—	S.W. 10	Yellowport, Arran Island, Dumfrieshire.
27 Dec.	"Minerva" 30 years.	Holland ..	.. ..	Barque, W.	463	9 only on board.	R. Ohlsen ..	J. Albers, Gron- ingen, Holland.	Borrowstones	Methil, to complete loading for London	Coal (50 tons)	—	W.S.W. 10	12 miles E. of Leven, Fifehire.
28 Dec.	"Minnet" 23 years.	Sweden ..	(a) B. Ver. 5.0, L.L. 1 for 5 years from 7.97. (b) 7.97.	Barque, W.	400	12	J. Whalström ..	P. F. Lindstedt, Stockholm, Sweden.	Hamelin ..	Negapatam	Sleepers ..	—	N.E. 5	Off Vedaranian, near Point Calimera, E. coast of India.
29 Dec.	"Glenavon" 17 years.	Glasgow ..	(a) L.L. 100 AL (b) 8.90.	S.S., L. ..	1,912	55	W. Pithe ..	A. G. McGregor, London.	Hong Kong..	Singapore	General, 34 passengers.	4 (includ- ing 1 Lascar).	E.N.E. 6	Off Ling Ting Island, China.
29 Dec.	"Sea King" 13 years.	Lowestoft ..	.. ..	Dandy, W.	60	5	T. Wright ..	Executors of late T. Richard, L. Lowestoft	Lowestoft, for fishing.	.. ..	Ballast ..	—	S. 8	North Beach, Lowestoft, Suffolk.
29 Dec.	"Sopia" 34 years.	London ..	(a) L.L. 100 AL (b) 8.90.	Barque, L.	659	16	H. Thomas ..	Bethel Gwyn & Co., London.	London ..	Fremantle, W.A.	General ..	—	S.S.E. —	Near Fremantle, Western Australia.
30 Dec.	"Centennial" 10 years.	Newcastle, N.S.W.	.. ..	S.S., W. ..	20	5	J. Slynny ..	A. Snedden, Newcastle, N.S.W.	Newcastle, N.S.W.	Cape Hawke, N.S.W.	General ..	—	N.E. —	S. end Broughton Island, New South Wales.
31 Dec.	"Ada" 26 years.	Rochester ..	.. ..	Ketch, W..	55	3	T. E. Ward ..	Watson & Gill, Rochester.	Southampton	Cherbourg	Ballast ..	—	S. 10	Kimmeridge Beach, Dorset- shire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 31 Dec.	"Niord" .. 32 years.	Denmark ..	.. ..	S.S., I. ..	219	14	C. F. W. Rasmussen.	A. Anderson, Randers, Denmark.	Banders ..	Newcastle-on-Tyne.	General ..	—	W.S.W. 2	About 3 miles N. of Seaham Harbour, Durham.
— Dec.	"Mabel Howard" .. 16 years.	Falmouth, Jamaica.	.. ..	Schooner, W.	119	—	.. ..	C. A. Nunes, Falmouth, Jamaica.	.. ..	.. ..	.. ..	—	—	Georgetown, Grand Cayman, West Indies.
1892. 2 Jan.	"Ann Jane" .. 36 years.	Dublin ..	.. ..	Schooner, W.	56	3	M. Booth ..	J. Phillips, Wicklow.	Garston ..	Dublin ..	Coal ..	—	N.W. 10	Pearbos Beach, Holyhead, Anglesey.
2 Jan.	"Rosalie" .. 28 years.	France ..	(a) B. Ver. 5th P.L.L. for 4 years from 6.98. (b) 6.98.	Schooner, W.	112	6	G. Olivier ..	A. Coffre, Calais, France.	Boulogne ..	Rocheport ..	Cement ..	—	N.W. 9	Bembridge Ledge, Isle of Wight.
2 Jan.	"Sefton" .. 51 years.	Liverpool ..	.. ..	Flat, W. ..	46	2	F. Bates ..	T. K. Hayes, Liverpool.	Carmarvon ..	Birkenhead ..	Slates ..	2	W. 7	Mookbeggan Wharf, Liverpool Bay.
2 Jan.	"Sabrina" .. 15 years.	St. John, N.B.	.. ..	Schooner, W.	111	6	D. A. Macdonald, Halifax, N.S.	.. ..	Cheverie, N.S.	Weymouth, Mass.	Plaster ..	—	S.W. by W. 5.	Fisherman's Island, off Boothbay, Maine, U.S.A.
2 Jan.	"Speranza" .. 21 years.	Norway ..	.. ..	Barque, W.	420	10	H. Hansen ..	J. Bang & Co., Grimstad, Norway.	Cardiff ..	Pennambuco.	Coal ..	—	N.W. 10	St. Agnes, Cornwall.
2 Jan.	"Wilkie D." .. 3 years.	Parraboro', N.S.	.. ..	Schooner, W.	90	4	J. E. Ogilvie ..	H. Gillespie, Parraboro', N.S.	Parraboro', N.S.	Calais, Me., U.S.A.	Coal ..	—	N.E. 8	Hillsbourne, Nova Scotia.
3 Jan.	"Agnes Ellen" .. 24 years.	Portsmouth ..	(a) L.L. Al. 4 years contd. from 11.98. (b) 11.98.	Schooner, W.	128	6	E. Peters ..	H. K. Allport, Tavistock, Devonshire.	Runcorn ..	Loose, Cornwall.	Coal ..	6	N.W. 9	Near Pen Brut Point, Pembroke, Devonshire.
3 Jan.	"Orion" .. 15 years.	Charlottetown, P.E.I.	.. ..	Schooner, W.	78	5	S. Chinn ..	A. Cogswell, Georgetown, P.E.I.	St. Pierre ..	Souris, P.E.I.	Liquor and hides.	—	S.E. 1	Near Louisbourg, Cape Breton.
4 Jan.	"Ava" .. 6 years.	Parraboro', N.S.	.. ..	Schooner, W.	100	4	H. Jones ..	P. S. Blake, Parraboro', N.S.	Guantanamo, Cuba.	Mobile, U.S.A.	Ballast ..	—	S.E. 7	Sand Island, Mobile Bay, Alabama, U.S.A.
4 Jan.	"Mary Anderson" .. Age unknown.	Not registered	.. ..	Fishing boat, W.	40	7	J. Ross ..	J. Johnstone, Montrose.	Broughty Ferry, for fishing.	.. ..	Ballast ..	—	W. 9	Arbroath, Forfarshire.
4 Jan.	"Vedova R." .. 27 years.	Italy ..	.. ..	Barque, W.	541	12	P. Capurso ..	P. Basetto, Genoa, Italy.	Genoa ..	Savannah, U.S.A.	Ballast ..	—	—	San Salvador, Bahamas West Indies.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of vessel	Age	Country	Registered	Owner	Master	Port of origin	Destination	Cargo	Persons on board	Persons lost	Remarks
5 Jan.	"Voortreks"	26 years	Italy	..	..	..	G. B. Lavarello, Genoa, Italy.	Cardiff	Genoa	Coal	13	Morwenstow, Cornwall.
6 Jan.	"Florence Abbott"	22 years	Sydney, C.R.	..	J. H. Mosher, Halifax, N.S.	..	..	Sydney, O.R.	Halifax, N.S.	Coal	..	Madame Island, Nova Scotia.
6 Jan.	"Yewwenty"	20 years	British India (not registered)	..	Koondik	..	Beema Gmind, Malwah, Bainsgherry.	Karanj	Bombay	General	..	Andathode, W. coast of India.
7 Jan.	"Ella May"	10 years	Parraboro, N.S.	..	G. McNamara	..	H. Gillespie, Parraboro, N.S.	Parraboro, N.S.	Grand Maran, N.B.	Coal	..	Beaver Harbour, New Brunswick.
7 Jan.	"Kirkless"	34 years	Liverpool	..	J. J. Edwards	..	Spearing & Waldron, London.	Pt. Denada, coasting in Straits of Magellan.	..	Coal and general	..	Ondor, Straits of Magellan, Chili.
7 Jan.	"Verical"	Age unknown	Native India	..	Bhagavan	..	Gorindjee Bepar	Bombay	Malpe	Coal	..	Malpe, W. coast of India.
8 Jan.	"G. G."	15 years	St. John's, N.F.L.	..	A. Power, Channel, N.F.L.	..	..	Bonne Bay, N.F.L.	Bay of Islands.	Frozen her- ring, 2 passengers.	..	N. Arm. Bay of Islands, Newfoundland.
8 Jan.	"Marie Louise"	2 years	Belgium	..	H. Declere	..	Société anonyme des pêcheries à vapeur, Ostend, Belgium.	Ostend, for fishing.	..	Ballast	..	Berridale, Cathnesshire.
8 Jan.	"Voyageur"	14 years	France	..	..	..	G. Genther & Co., St. Pierre, Miquelon.	W. Indies	St. Pierre, Miquelon.	Ballast	..	Entrance to Placentia Harbour, Newfoundland.
9 Jan.	"Frey"	30 years	Norway	..	A. Berg	..	L. J. Petersen, Forgrund, Norway.	Forgrund	Alloa	Pit props	..	Cullernose Point, near Oraster, Northumberland.
11 Jan.	"Jenny Otto"	21 years	London	..	L. Jones	..	G. Otto, N. Shields.	Palamos, Spain.	Burntisland	Cork shavings.	..	Cullernose Point, near Oraster, Northumberland.
11 Jan.	"Lady Hayler"	11 years	Brixham	..	S. G. Taylor, Brixham, Devonshire.	..	..	Brixham, for fishing.	..	Ballast	..	Exmouth Bar, Devonshire.
12 Jan.	"Mary Maria"	16 years	Not registered	..	W. Ward	..	J. Ward, Hull	Hull	Grimby	Cotton seed, 1 passenger.	3 (2 crew and 1 passenger).	Supposed Holme Sands, River Humber.
12 Jan.	"Richard"	Age unknown	Not registered	..	R. Lewis, Parkgate, Cheshire	..	..	Moored at Parkgate, Cheshire.	..	Ballast	..	Parkgate, Cheshire.
12 Jan.	"Verdad"	27 years	Spain	..	M. Scoville	..	V. de la Yance, Las Palmas.	Havana	Canaries	Run and cigars	..	Reefs N.W. of Bermuda.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 13 Jan.	"G. & S. Scott" 5 years.	Newport, Mon.	.. ..	Schooner, W.	44.	..	W. Carter	G. Scott, Newport, Mon.	Littlehampton.	Antwerp ..	Ballast ..	—	W. 7	1 mile N. of Egmond, Holland.
13 Jan.	"Harriett Julia" Age unknown.	Not registered	.. ..	Sloop, W...	12	4	J. Jones	D. Brown, Savannah - la - Mar, Jamaica.	Black River, Jamaica.	Kingston, Jamaica.	General, 1 passenger.	—	S.E. 7	Wreck Bay, Jamaica, West Indies.
13 Jan.	"Nanhoran" 40 years.	Carnarvon ..	.. ..	Brigantine, W.	126	6	H. Williams, Portmadoc, Carnarvonshire.	.. ..	Hamburg ..	London-derry.	Manure salt	—	W.N.W. 10	Wangeroog Island, Germany.
16 Jan.	"Falls of Foyers" 16 years.	Glasgow ..	(a) L.L. 100 A1 (b) 188.	Ship, I. ..	1,983	25	T. G. Pryde	W. E. A. Graham, Glasgow.	Junin, Chili	Hamburg	Nitrate ..	—	W.N.W. Squally.	Heligoland, Germany.
16 Jan.	"Four Winds" 13 years.	Liverpool ..	(a) L.L. 100 A1 (b) 10.97.	Ship, I. ..	1,755	21	A. Grant ..	T. Shute, Liverpool.	Liquique ..	Hamburg	Nitrate, 2 passengers.	—	W.S.W. 6	14 mile S. & E. of Heligoland Light, Germany.
16 Jan.	"Margaret" 40 years.	Lyttelton, N.Z.	.. ..	Ketch, W...	21	2	H. J. Bennett, Lyttelton, N.Z.	.. ..	Lyttelton, N.Z.	Gough's Bay, N.Z.	Firewood..	—	E.N.E. 1	Gough's Bay, near Akaroa, S. Island, New Zealand.
18 Jan.	"Ernest de Costa" 9 years.	Halifax, N.S.	.. ..	Schooner, W.	107	6	C. Ganion	A. Benoit, Artichat, O.B.	Charlottetown, P.E.I.	Barbados	Manure ..	—	E.N.E. 4	Boca Chica, Santo Domingo, West Indies.
20 Jan.	"Four Sisters" 36 years.	Auckland, N.Z.	.. ..	Cutter, W.	17	2	H. W. Vanderspeck.	Mrs. L. Craig, Auckland, N.Z.	Auckland, N.Z.	Ponui Island, N.Z.	Ballast ..	—	W. 7	Ponui Island, Hauraki Gulf, N. Island, New Zealand.
20 Jan.	"Ninety" 9 years.	Not registered	.. ..	Sloop, W...	8	2	F. Lewis ..	J. E. Kerr & Co., Montego Bay, Jamaica.	Montego Bay, Jamaica.	Falmouth, Jamaica.	Lumber ..	—	N.E. 9	Salt Marsh, Jamaica, West Indies.
21 Jan.	"Marie Stephanie" 2 years.	Belgium ..	(a) L.L. 100 A1 (b) 11.97	Steam trawler, I.	81	10	J. Durand	W. Camille, Ostend, Belgium.	Ostend, for fishing.	.. ..	Ballast ..	1	W.S.W. 8	Middle Cross Sand, off Gt. Yarmouth.
24 Jan.	"Robert Anderson" 32 years.	Inverness ..	.. ..	Schooner, W.	85	5	A. Gordon	W. Adam Burghed, Eghamshire.	London ..	Fraserburgh	Cement & whiting.	—	N.E. 4	Swin Middle Sand, Thames Estuary.
26 Jan.	"Hawkeale" 9 years.	Liverpool ..	(a) L.L. 100 A1 (b) 13.38.	Ship, Steel	1,723	27 & pilot.	W. Steele ..	J. Porter, Liverpool.	Hamburg ..	Melbourne	General ..	3 (2 crew & pilot)	N.E. 8	Long Sand, Thames Estuary.
1 Feb.	"Breton" 7 years.	Parramore, N.S.	.. ..	Schooner, W.	159	6	C. Hatfield	J. A. Hatfield, Parramore, N.S.	Havana, Cuba.	Pasagoula, U.S.A.	Ballast ..	—	N.E. 6	Chandeleur Island, Mississippi, U.S.A.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

1 Feb.	"Pefatta" 9 years.	Windsor, N.B.	..	..	..	Schooner, W.	124	5	C. Maxwell	D. J. Purdy, St. John, N.B.	New York ..	St. John, N.B.	Coal ..	..	N.N.W. 6	S.W. reef, Petit Man Island, Maine, U.S.A.
2 Feb.	"Edith Hough" 30 years.	Liverpool ..	..	..	..	S.S., I. ..	489	17	J. Higgins	S. Hough, Liverpool	Moored at Mostaganem, Algeria.	..	Coal & patent fuel	..	N.W. 9	Mostaganem, Algeria.
4 Feb.	"Harriet" 30 years.	Wigtown ..	..	..	..	Schooner, W.	51	2	D. Campbell	C. Higbet, Garliestown, Wigtownshire.	Whitehaven	Garliestown	Coal ..	..	S. 5	Rigg Point, Garliestown Bay, Wigtownshire.
4 Feb.	"Mary Hannah" 36 years.	Truro ..	..	..	..	Schooner, W.	79	4	A. Grenfell	J. Hollow, St. Ives, Cornwall.	Cardiff ..	Plymouth	Coal ..	..	S. 10	Back of Newlyn Pier, Corn- wall.
4 Feb.	"Mirnah" 20 years.	Not registered	..	..	..	Lugger, W.	About 15	6	J. Pascoe, Porthleven, Cornwall.	..	Plymouth, for fishing.	..	Ballast ..	..	S. 7	Plymouth Breakwater, Ply- mouth Sound.
4 Feb.	"Mohamed Samdany" Age unknown.	British India (Not registered)	..	..	..	Dhoney, W.	76	10	Mohamed Aliyar	Sana Nulla, Meera Sahib.	Pt. de Galle	Colombo ..	Coral stones	..	W. 6	Between Mt. Lavinia and Angulana, Ceylon.
4 Feb.	"Ribby" 5 years.	Grimsby ..	..	..	..	Ketch, W...	70	5	H. Carter ..	J. E. Furner, Grimsby.	Grimsby, for fishing.	..	Ballast ..	..	S.S.E. 4	Under Beast Cliff, Yorkshire.
6 Feb.	"Marie Thérèse" 38 years.	France ..	..	(a) B. Ver 5/4. G. I.L. for 3 years from 10.97. (b)	Brig, W. ..	..	65	6	— Milliner, Audierne, France.	..	Quimper, France.	Newport, Mon.	Pit props..	6	—	Near Stackpole Head, Pem- brokeshire.
6 Feb.	"Loch Fergus" 24 years.	Liverpool ..	..	(a) I.L. 100 AL. (b) 1.97.	Barque, L...	..	818	17	T. Williams	J. Sproat & Co., Liverpool.	Glasgow ..	Brisbane ..	General, 3 passengers.	..	S.E. 7	Killiney Bay, co. Dublin.
6 Feb.	"Midge" 25 years.	Portsmouth ..	..	..	Ketch, W...	..	20	None on board	C. Biggs ..	Pickford & Co., London.	Moored at Ryde, I.W.	..	General ..	..	S.E. 7	Ryde Sands, Isle of Wight.
6 Feb.	"Ramsey" 2 years.	Cardiff ..	..	(a) I.L. 100 AL. Steam trawler. (b) 1.97.	Steam trawler, I	..	39	10	E. Walker	J. J. Neale, Ponarth.	Faroe Islands	Cardiff ..	Ballast ..	..	S. 1	Wolves Rocks, Bristol Channel.
8 Feb.	"Pervian" 24 years.	Denmark ..	..	(a) I.L. 100 AL. (b) 12.97.	Barque, L...	..	591	13	O. J. Norholm ..	J. Hansen, Fano, Denmark.	Emeralda ..	Hamburg..	Ivory nuts & logwood.	1	S.S.W. 3	Seaford, Sussex.
8 Feb.	"Port Adelaide" 16 years.	Glasgow ..	..	(a) I.L. 100 AL. (b) 6.97.	Barque, L...	..	1,301	20	J. Thomas	R. Crawford & R. J. Rowat, Glasgow.	Cherbon, Java, U.S.A.	Delaware Breakwater, U.S.A.	Sugar ..	..	S.W. 4	60 miles N.E. of Lombok Island, Paternoster Islands.
8 Feb.	"Snowdrop" About 14 years.	Not registered	..	..	Lugger, W.	..	20	7	P. Anderson, Pittenweem, Fifeshire.	..	Pittenweem, for fishing.	..	Ballast ..	..	Variable, 2	Entrance to Pittenweem, Fifeshire.
8 Feb.	"Talbot" 3 years.	Sydney, N.S.W.	..	..	Schooner, W.	..	19	2	C. L. Gettins	C. T. Buckland, Sydney, N.S.W.	Manning River, N.S.W.	Sydney, N.S.W.	Timber ..	..	Calm ..	Fingal Bay, near Port Stephen, New South Wales.
9 Feb.	"Skimmer of the Sea" 26 years.	Lowestoft ..	..	..	Ketch, W...	..	46	4	R. Rivett, Gorleston, Suffolk.	..	Lowestoft, for fishing.	..	Ballast ..	..	S. 5	Holm Sand, off Lowestoft.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 10 Feb.	"Brazil" .. 17 years.	Windsor, N.S.	.. ..	Barquentine, W.	344	8	J. McNamara ..	G. E. Bentley, Port Greville, N.S.	Savannah- a-Rar, Jamaica.	New York	Logwood	—	W.N.W. 6	3 miles W. of Moriches, Long Island, U.S.A.
10 Feb.	"Sam Weller" .. 27 years.	Bridgewater ..	.. ..	Schooner, W.	67	4	G. Gooding ..	A. Hall, Bridge- water, Somerset- shire.	Bridgewater	Rouen ..	Bath bricks	—	S.W. 6	3 miles E. of St. Valery-sur- Somme, France.
11 Feb.	"Arno" .. 28 years.	Sunderland ..	.. ..	S.S., L ..	667	17	J. L. Stansfield ..	J. Westoll, Sunderland.	S. Shields ..	Portsmouth	Coal ..	13	W.S.W. 10	Boulder Shoal, off Solen Bill, Sussex.
11 Feb.	"Bilow" .. 28 years.	Inverness ..	.. ..	Schooner, W.	66	4	W. Wyatt, Oreston, near Plymouth.	.. ..	Dover ..	London ..	Ballast ..	—	S.W. 8	Blacktail Sand, Thames Estuary.
11 Feb.	"Mary P" .. 16 years.	Charlottetown, P.E.I.	.. ..	Schooner, W.	144	5	J. Benoit ..	W. Matheson, Charlottetown, P.E.I.	Curacao ..	Barbados	Salt ..	—	E. —	Beef off Curacao, Dutch West Indies.
12 Feb.	"Bartol-Linigi" .. 21 years.	Italy ..	(a) B. Ver. 33, A.L.L. for 3 years from 11.30. (b) 11.30.	Ship, W. ..	1,064	14	G. Scott ..	L. Casanova, Genoa, Italy.	St. John, N.B.	Genoa ..	Lumber ..	5	S.S.E. —	Little Bahama Bank, Baha- mas, West Indies.
12 Feb.	"Bohalla" .. 43 years.	France ..	.. ..	Brigantine, W.	76	6	J. M. Noblane, Nantes, France.	.. ..	Newport, Mon.	Andierne, France.	Coal ..	—	W.N.W. 10	Crow Bar, St. Mary's, Scilly Isles.
12 Feb.	"Moravia" .. 16 years.	Germany ..	.. ..	S.S., L ..	2,335	41	.. ..	H a m b u r g - Amerikanische P a c i f i c A d m . G e s . H a m - burg.	Hamburg ..	Halifax, N.S.	.. ..	1	—	Sable Island, Nova Scotia.
13 Feb.	"Mutashil" .. 20 years.	Arabia ..	.. ..	R i g u n - k n o w n (galling), W.	30	13	Awedith Mubarak.	Nakib Mahfood Kasabl.	Assab ..	Barbora ..	Mats, salt & jawles, 2 passengers.	—	S. —	Near Ras Sheikh Berkhud, Perim Island.
13 Feb.	"Pandora" .. 17 years.	Nassau, N.P. ..	.. ..	Schooner, W.	21	4	A. Nathan ..	Boston Fruit Co., Port Antonio, Jamaica.	Port Antonio, Ja.	Buff Bay, Ja.	Lumber ..	—	N.E. 10	Reef to N. of Navy Island, Port Antonio, Jamaica, West Indies.
14 Feb.	"Moland" .. 3 years.	Norway ..	.. ..	Schooner, W.	347	None on board	C. Emanuelson ..	O. Teyersen & Co., Lillestrand, Norway.	.. ..	.. ..	Granite ..	—	S.W. 7	About 2 miles S.S.E. of Brook Point, Isle of Wight.
16 Feb.	"Ornat" .. 1 year.	Sydney, N.S.W.	.. ..	S.S., W. ..	182	13	D. Williams ..	G. W. Nicoll, Sydney, N.S.W.	Sydney, N.S.W.	Tweed N.S.W.	General ..	—	S.E. 4	Tweed River Bar, New South Wales.



## SEA CASUALTIES—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether of Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 12 Mar.	"Casatilla" 1 year.	Glasgow	..	S.S. Steel ..	4,778	114	R. Barrell	Alloy Lige S.S. Co. Ltd., Glas- gow.	Porthead, Me.	Liverpool	General & cattle, 50 passengers.	—	S.W. 4	Gannet Dry Ledge, Nova Scotia.
13 Mar.	"Bliss" .. Age unknown.	Not registered	..	Leisure boat (sailing), W.	About 3	None on board.	J. Tate	T. M. Adie, Shetland.	(Had been reported as wrecked, Alth Voe, Shetland.)	..	Ballast	—	— 0	Entrance to Burrator Voe off Alth Voe, Shetland.
13 Mar.	"Onwester" 11 years.	W. Hartlepool	(a) L.L. 100 A1. (b) 10.97	S.S. Steel ..	1,590	24	A. E. Wilkes	W. J. Siveright, W. Hartlepool.	Norfolk, Va.	Manchester	General ..	—	W.S.W. 8	Near Mizen Head, co. Cork.
13 Mar.	"William Hood" 21 years.	Grimsby	..	Dugdy, W.	81	4	J. J. Jackson	Mrs. A. G. Jackson, Grimsby.	Scarborough, for fishing.	..	Ballast	—	W.S.W. 2	Near Patten, Holland.
13 Mar.	"Sisters" 30 years.	Westport	..	Snack, W.	21	3	P. Gallagher, Achil Island, co. Mayo.	Innishue, co. Mayo.	Belmullet, co. Mayo.	..	Limestone	—	S.W. 5	Claghin Rocks, Blackhead Bay, co. Mayo.
17 Mar.	"Diamond Jubilee" 2 years.	Plymouth	..	Ketch, W.	43	4	W. F. Kent, Plymouth.	..	Plymouth, for fishing.	..	Ballast	—	E.S.E. 3	Lamorna Cove, Cornwall.
17 Mar.	"Dorothea" 6 years.	Not registered	..	Skiff, W. ..	0	5	J. McEachan, Kinsdale, Inverness-shire.	Ariseig Loch, Inverness-shire.	..	Morar River, Inverness-shire.	Meal, corn, guano, &c.	3	N.N.E. 6	Near Island of Eitha, Inverness-shire.
18 Mar.	"Mary Jane" 20 years.	Scarborough	..	Dugdy, W.	44	2	W. J. Stamp	J. P. Stamp, Whitby.	E. Hartlepool	Whitby	Coal	—	E.N.E. 8	Near Newholm Beck, York-shire.
18 Mar.	"Mubharaj Salamat" About 18 years.	British India (not registered)	..	Mann, W.	20	7	Madni Kuti	Pudis Vittal Hasan, Kallai.	Kundapur	Kallai	Paddy, 1 passenger.	—	N.W. —	Chittari, W. coast of India.
19 Mar.	"Pole Star" 20 years.	Montrose	..	Ketch, W.	24	2	A. West	A. A. Mearns, Montrose.	Montrose	W. Hartlepool	Potatoes	—	N.E. 9	Gare Sand, mouth of River Tees.
21 Mar.	"Cuthona" 21 years.	Borrowstones	..	Barquentine, W.	201	8	J. Pearson	J. Gifford, Liverpool, N.S.W.	Wellington, N.Z.	Sydney, N.S.W.	Timber, 5 passengers.	—	Calm	N. Spit, Kaipara, N. Island, New Zealand.
21 Mar.	"Labheavai" 20 years.	British India (not registered)	..	Padow, W.	36	8	Gangaram Hari	Hari Govindji Padiker, Bangalore.	Cochin	Callcut	Ballast	—	—	Pudiangudi, near W. coast of India.
21 Mar.	"Rose, Alba" 25 years.	Goole	..	Schooner, W.	78	5	F. Lord, Hull.	..	Southampton	W. Hartlepool.	Timber	—	N.E. 5	Long Sand, off Essex.

## SEA-CASUALTIES.—VESSELS TONNAGE, COST AND LIVES ABOARD.

		"E. Mayfield" 1 year.	Parraboro, N.S.			Schooner, W.	75	4	S. Salter, Parraboro, N.S.	Parraboro, N.S.		Annapolis, N.S.	Coal		S.E. 10		E. side of Digby Gut, Nova Scotia.
28 Mar.																	
28 Mar.	"Miggenne" 14 years.		France ..	(a) B. Ver. 500 of 1884 from 1884 (b) 498.		Schooner, W.	79	5	— Le Gallou ..	Bayonne ..	Swinness ..	Pitwood ..		1	S.W. 8		Porth Nobla, Anglessea.
30 Mar.	"Arthur D. Slofy" 14 years.		U.S.A. ..			Fishing schooner, W.	88	10	H. Grant ..						—		Beetham Head, Westmoreland.
30 Mar.	"Stella" 9 years.		Southampton			S.S., Steel..	193	43	W. Reeks..	Southampton	Gungahy & J. J. J.			105 (19 crew and 86 passengers.)	S.W. 2		The Black Rock of the Channel Islands.
1 Apr.	"Clwyd" 14 years.		Liverpool ..	(a) L.L. 100 Al. (b) 198.		Barque, I.	1,065	21	T. Thomas ..	Hong Kong..	Pern ..	Rice ..		—	N. 4		Pratas Shoal, China Sea.
3 Apr.	"Billow Orest" 16 years.		Plymouth ..	(a) L.L. cont. for 4 years, Al. from 1884 (b) 498.		Schooner, W.	92	5	W. Watkins ..	Portmadoc..	Eaberg ..	Slate ..		—	S. 6		Entrance to Sound of Eriskay, Hebrides.
3 Apr.	"Hans Nielsen Hauge" 28 years.		Norway ..			Barque, W.	440	None on board.	J. C. Christensen			Timber ..		—	W. 3		Near Gariff Point, co. Kerry.
4 Apr.	"Regent Murray" 28 years.		Glasgow ..	(a) L.L. 100 Al. (b) 598.		Barque, I.	781	17	T. Bontledge ..	Mauritius ..	Newcastle, N.S.W.	Ballast ..		—	S.S.E. 9		Oyster Bank, Newcastle, New South Wales.
7 Apr.	"Elvira" 17 years.		Liverpool ..	(a) L.L. 100 Al. (b) 198.		Barque, I.	434	11	T. Date ..	Laguna ..	Sant Anna, Mexico.	Ballast ..		—	N. 10		Near the bar at Sant Anna, Mexico.
7 Apr.	"Excel" Age unknown.		Not registered			Fishing lugger, W.	28	None on board.	W. J. Barnes ..	(Driven from moorings in Newlyn Harbour, Cornwall.)		Ballast ..		—	N.N.W. 10		Gustaville, Cornwall.
7 Apr.	"Fairwater" 23 years.		Jersey ..			Ketch, W.	55	4	J. M. Kent, Cardiff.	Cardiff ..	Port Sal, France.	Coal ..		—	N.W. 10		Hayle Bay, near Penzance, Cornwall.
7 Apr.	"Florence Edith" Age unknown.		Not registered			Fishing lugger, W.	12	1 only on board.	P. A. Whitt, Mousehole, Cornwall.	(Driven from moorings in Newlyn Harbour, Cornwall.)		Ballast ..		—	N.W. 10		Near Porthleven, Cornwall.
7 Apr.	"Gazelle" 25 years.		France ..	(a) B. Ver. 500 of 1884 from 1884 (b) 787.		Catantia, W.	78	5	—, Kerfontin ..	Llanelli ..	St. Valery, France.	Coal ..		3	N.W. 9		Pentargain Cove, near Boscawen, Cornwall.
7 Apr.	"Gem" 13 years.		Not registered			Smack, W.	9	2	J. Patten, Curraun, co. Mayo.	Blackhead ..	Westport ..	Meal ..		—	N.N.W. 10		Achill Sound, co. Mayo.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 7 Apr.	"Queen of the Bay" 21 years.	Not registered	..	Fishing lugger, W.	18	None on board.	N. Kelynach, Newlyn, Cornwall.		(Driven from moorings in Newlyn Harbour, Cornwall.)		Ballast ..	—	W.N.W. 9	Riney Head, Mounts Bay, Cornwall.
7 Apr.	St. Patrick" 13 years.	Not registered	..	Smack (trading), W.	6	2	J. O'Donnel ..	J. Kane, Inniskea, co. Mayo.	Doohooma	Achill Sound.	Ballast ..	—	N.N.W. 10	Achill Sound, co. Mayo.
7 Apr.	"Sir Wilfred Lawson" 21 years.	Not registered	..	Fishing lugger, W.	17	None on board.	J. Johns ..	P. J. Cotton, Newlyn, Cornwall.	(Driven from moorings in Newlyn Harbour, Cornwall.)		Ballast ..	—	W.N.W. 9	Perran Cove, Mounts Bay, Cornwall.
7 Apr.	"Speedy" Age unknown.	Not registered	..	Fishing dandy, W.	22	7	J. Hegarty ..	J. Quakrough, Castletown, L. of Man.	Moored at Baltimore, co. Cork.		Ballast ..	—	N.W. 9	Baltimore, co. Cork.
7 Apr.	"Valletta" 20 years.	Not registered	..	Fishing lugger, W.	22	None on board.	J. Cornish ..	N. Cornish, Monchole, Cornwall.	(Driven from moorings in Newlyn Harbour, Cornwall.)		Ballast ..	—	W.N.W. 10	Mullion, Cornwall.
8 Apr.	"Rival" 53 years.	Swansea	..	Schooner, W.	78	4	T. Jones, Clovelly, Devonshire.		Cork ..	Newport, Mon.	Pitwood ..	—	N. 6	Wheat Rock, near Ballycotton, co. Cork.
10 Apr.	"Monheim" 8 years.	British India (not registered).	..	Brig, W. ..	156	17	.. ..	.. ..	Akyab ..	Jafna ..	Paddy ..	—	E. 7	Near Mullatidal, Ceylon.
11 Apr.	"Thruneco" 3 years.	Grimsby	(a) Ll. 100 Al. 1st deck. (b) 1180.	S.S., Steel..	2186	26	J. Leisk ..	J. Bennett, Grimsby.	Akyab ..	Port Said..	Rice ..	—	S.W. 2	Minicoy Island, Indian Ocean.
14 Apr.	"Feodorwina" 1 year.	France ..	..	Chasse Maree, W.	About 60	7	T. Boulanget, Côtes du Nord, France.		Gravelines, for fishing.		Ballast ..	—	S.E. 8	Near Sizewell, Suffolk.
19 Apr.	"Australia" 15 years.	Dunedin, N.Z.	..	S.S., Steel..	263	21	W. J. Rogers ..	Union S.S. Co. of New Zealand, Ltd., Dunedin, N.Z.	Larneeston, Tas.	Strahan, Tas.	General, 24 passengers.	—	W. 2	West Point, Tasmania.
19 Apr.	"Willie H. Lord" 25 years.	Georgetown, Demerara.	..	Schooner, W.	68	8	S. Elcock, Demerara.		Cayenne, French Guiana.	Maroni, French Guiana.	General, 16 passengers.	—	E. 9	Tiger Bank, British Guiana.
23 Apr.	"Rimpha" 17 years.	London..	(a) Ll. 100 Al. 1st deck. (b) 1180.	S.S., I. ..	1,410	23	J. O. T. Berlin ..	F. Gordon, Southampton.	Salina ..	Gibraltar, for orders.	Grain ..	—	Calm	Near Molos Burnu, Turkey.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Ship	Age	Home	Owner	Master	Port	Destination	General cargo	Passengers & crew	Direction	Location
24 Apr.	"Loch Sloy" 23 years.	..	Glasgow	..	J. Milburn, Glasgow.	Glasgow	..	General, 7 passengers & 1 stow-away.	31 (23 crew, 7 passengers, & 1 stow-away not on articles.)	S.W. —	Maupertuis Bay, Kangaroo Island, South Australia.
27 Apr.	"Elizabeth & Jane" 38 years.	..	Preston..	..	J. Mostyn, Amlwch, Anglesey.	Portmadoc..	..	Slates	..	S.W. 4	S.E. point of Bardsey Island, off Carnarvonshire.
29 Apr.	"Progress" 38 years.	..	Greenock	..	W. Wright, Finchhorn, Elginshire.	Sunderland..	..	Coal	..	N.E. by E. 8.	Near Green Shields Rocks, Holy Isle, off Northumberland.
1 May	"Annie Stuart" 21 years.	..	Banff	..	J. McWilliam & Sons, Buckle, Banffshire.	Newburgh, Perthshire.	..	Paving stones.	..	N. to N.N.W. 4.	Snipe Point, Holy Isle, off Northumberland.
2 May	"Brothers" 8 years.	..	Launceston, Tas.	..	C. H. Dally, Launceston, Tas.	Launceston, Tas.	..	Ballast	..	W. 10	Clarke's Island, Furneaux Group, Tasmania.
2 May	"Excellent" 5 years.	..	Lowestoft	..	P. Baxter, Carlton Colville, Suffolk.	Baltimore, co. Cork.	..	Ballast	..	N.N.E. 2	The Bucks, near Lamorna Cove, Cornwall.
3 May	"Adele Ball" 9 years.	..	U.S.A.	..	J. S. Fisher, New York.	New York	..	Lumber, coal, bricks, & cement.	..	N.E. 4.	Eleuthera Reef, Bahamas, West Indies.
3 May	"Amorette" 28 years.	..	Charlottetown, P.E.I.	..	W. McLure, Pictou, N.S.	St. Peter's	..	Lime	..	N.N.E. 7	Ledges off Jerseyman Island, Cape Breton.
9 May	"Wagrien" 47 years.	..	Aberdeen..	..	J. H. Sopple, Sunderland.	Fortrose	..	Potatoes	..	E.N.E. 1	St. Mary's Island, Northumberland.
10 May	"Anna M. Estell" 16 years.	..	U.S.A.	..	R. Muggs, Tampa, Florida, U.S.A.	Cuba	..	Ballast	..	E.N.E. 5	Northern Reef off Button Wood Caye, British Honduras.
10 May	"Juste" 43 years.	..	France	..	A. Mignard, Regnéville, France.	Regnéville	..	Straw & limestone.	..	Calm	Frouque Aubert Rock, off Jersey, Channel Islands.
10 May	"Lady Speedwell" 89 years.	..	Halifax, N.S.	..	H. A. Rhynard, Pictou, N.S.	Pictou, N.S.	..	Coal	..	N.E. 9	Near Cape Jourmain Light, New Brunswick.
12 May	"Selkirk" 13 years.	..	Matland, N.S.	..	M. Dickie, Truro, N.S.	Manila	..	Hemp	..	N.E. 3	Happo, Philippine Islands.
13 May	"Matilda Hopewell" 36 years.	..	Sydney, O.B.	..	N. Curry, Sydney, O.B.	Sydney, O.B.	..	Coal	4	E.N.E.	Black Rock, entrance to Great Bras D'Or, Nova Scotia.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or European Votass. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 17 May	"Irex" .. 12 years.	Plymouth ..	.. ..	Ketch, W.	46	4	W. T. Hearn ..	W. H. Shilston, Plymouth.	Plymouth, for fishing.	Ballast ..	..	—	S.S.W. 7	Plymouth Breakwater, Plymouth Sound.
17 May	"Lebu" .. 31 years.	Norway ..	(a) LL * AL (b) 8.98.	Barque, I.	699	14	C. Mathison ..	A. Syversen, Fredrikshald, Norway.	Christiania	Algoa Bay	Timber and joinery.	—	W.N.W. 9	Near Recife, Cape Colony.
21 May	"Grangemuir" .. 8 years.	London ..	(a) LL * 100 AL (b) 12.98.	S.S., Steel	230	12	W. R. E. Oats ..	R. Thomson, London.	Newport, Mon.	Hennebont, France.	Coal and spiegel iron.	—	W. 4	Entrance to Grandes Fouches, near Brest, France.
24 May	"Violante" .. 16 years.	Aberdeen ..	(a) LL * 100 AL (b) 4.9.	S.S., I. ..	555	14	P. Smith ..	A. Davidson, Aberdeen.	Aberdeen ..	Sunderland	Ballast ..	—	S.E. 1	Near Souter Point, Durham.
28 May	"Samoa" .. 10 years.	Lunenburg, N.S.	.. ..	Fishing schooner, W.	90	15	E. Geldert ..	J. W. Geldert, Lunenburg, N.S.	Canso, N.S. ..	Georgetown, P.M.I.	Ballast ..	—	E.S.E. 4	Cape Argus, Guyaboro', co. Nova Scotia.
30 May	"Anna McGee" .. 20 years.	Quebec ..	.. ..	S.S., W. ..	47	17	N. Boyd ..	E. Lantulum, St. John, N.B.	Yarmouth, N.S., to wrecked S.S. "Castilian."	..	Salvage materials.	—	S.E. 7	Gannet Rock Ledge, near Cape Fourchu, Nova Scotia.
1 June	"Orlon" .. 17 years.	Denmark ..	(a) LL * 100 AL awning deck with freeboard (b) 4.99.	S.S., I. ..	2853	44	A. Callesen ..	A. Christensen, Copenhagen, Denmark.	New York ..	Copenhagen	General and grain, 11 passengers.	—	S.W. 4	Freshwater Point, Trepassey Bay, Newfoundland.
3 June	"Povem" .. 1 year.	Spain ..	(a) LL * 100 AL (b) 2.99.	S.S., Steel	1,224	24	D. Beraza ..	R. de la Sota, Bilbao, Spain.	Bilbao ..	Newcastle-on-Tyne.	Iron ore, 2 passengers.	—	Calm	Whitestone Rocks, off Sunderland.
4 June	"Lindze" .. 15 years.	Melbourne ..	.. ..	S.S., I. ..	1,060	24	A. Forrester ..	Huddart, Parker, Osaka, Melbourne, Vict.	Newcastle, N.S.W.	Port Adelaide, S.A.	Coal and coke.	—	S.W. 4	Oyster Bank, Newcastle, New South Wales.
13 June	"Amblyth" .. 25 years.	Penang ..	.. ..	S.S., I. ..	428	80	J. Weltzien ..	Khow Joo Ghee, Penang.	Rangoon ..	Penang ..	Rice &c., 20 passengers.	—	S.W. 2	N.E. of Bentinck Island, Borneo.
20 June	"Harold" .. 10 years.	Norway ..	.. ..	Dandy, W.	87	4	E. Brikk ..	C. Wroldsen, Tvedestrand, Norway.	Tvedestrand	Newcastle-on-Tyne.	Timber ..	—	E.S.E. 2	Coquet Island, off Northumberland.
28 June	"Andrew Macmore" .. 2 years.	Barf ..	(a) LL * AL (in 1898) (b) 4.99.	Schooner, W.	125	5	W. Angus ..	J. W. Simpson, #	Weston Point	Barf ..	Salt ..	—	Calm	Rocks St. S.W. of Sigonaea Island, Pentland Firth.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

— June	"Acceptor" 38 years.	Fleetwood ..	..	..	Ketch, W.	30	3	J. Baillie	..	A. Hull, Belfast..	Bunbeg ..	Port Dundee	Bog ore ..	—	Bunbeg River, co. Donegal.
—	"Pansy" 14 years.	..	..	..	Schooner, W.	73	5	N. Moreau	..	L. Anderson & Co., Lunenburg, N.S.	Port Medway, N.S.	Halifax, N.S.	Wood pulp	—	Black Rock, near Sarnbro Island, N.Y., Scotia.

## (3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, & (b) Date of last survey.	Description of Vessel, and whether Iron or Steel.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers if any.	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 1 July	"Charles" 16 years.	Yarmouth, N.S.	(a) B Ver. 33 L. I. for 2 years from 9.97. (b) 988	Ship, W. ..	1500	F. M. Coeman..	J. W. Holly, St. John, N.B.	St. John, N.B.	Bunegorn ..	Timber ..	S.S. "Fiddaleigh," of Plymouth.	—	S.S.W. 3	About 35 miles S.S.W. of Cape Sable, N.S., N. Atlantic.
2 July	"Emerald" 21 years.	Dublin	.. ..	Ketch, W.	51	W. Oak ..	T. Shee, Ringend, co. Dublin.	Dublin, for fishing	Ballast ..	Ballast ..	S.S. "Carlew," of Dublin.	—	W.N.W. 5	Near Pigeon House Fort, co. Dublin.
4 July	"R. L. T." 17 years.	Lunenburg, N.S.	.. ..	Brigantine, W.	446	W. G. Hassell	E. Hutchings, New York, U.S.A.	Boston, U.S.A.	Savannah, U.S.A.	Ballast ..	Gyrene S.S. "Cheruskia."	—	W. 2	32 miles E. of Negreiros, U.S.A., S. Atlantic.
14 July	"Ryhope" 28 years.	London	.. ..	S.S., I. ..	433	E. Fair ..	W. Cory & Son, Ltd., London	Walsend-on-Tyne	Rochester.	Coal ..	S.S. "Edwin," of N. Shields.	—	W. 1	Off entrance to River Tyne
16 July	"Elizabeth Latham" 26 years.	Barrow	.. ..	Schooner, W	63	J. Bennett ..	T. Ashburner, Baf ow.	Manchester	Pentewan, Cornwall.	Coal 3 passengers.	S.S. "Chancellor," of Liverpool.	—	N.W. 6	Casby Channel, Liverpool Bay.
3 Aug.	"Tubal Cain" 26 years.	Grimsby	.. ..	S.S., I. ..	63	H. C. Rhodes	F. Rushworth, New Clep, Lincolnshire.	Grimsby, for fishing.	..	Ballast ..	S.S. "Admiral Nelson," of Newcastle-on-Tyne.	—	S. 2	About 4 miles E.S.E. of Lamoreaux Head, Yorkshire.
12 Aug.	"Marie Catherine" 10 years.	France ..	.. ..	Dandy, W.	56	P. F. Du Bois..	G. Gilbey, Dunkirk, France.	Iceland ..	Dunkirk ..	Fish and oil	S.S. "Arpo," of Sunderland.	—	S.W. by S. 3	10 miles E.N.E. of Spurn Point Light, Yorkshire.
20 Aug.	"Pectan" 3 years.	London	(a) L.L. 100 AL. (b) 1.96.	S.S., Steel	3,123	E. Halliday ..	M. Samuel, London.	Calcutta ..	Hamburg.	General ..	French S.S. "Drugetta."	—	E. 4	About 70 miles W. of Cape Oxine, Algiers, Mediterranean.
21 Aug.	"Catherine" 21 years.	Salcombe	(a) L.L. contd. 9 years. AL. from 8.90. (b) 9.96.	Barquentine, W.	304	H. Roberts ..	M. Jones, Portmadoc, Carnarvonshire.	Harburg ..	Puerto Cabello	Patent fuel	German S.S. "Hamburg."	7	N.W. by W. 3	36 miles N.E. by E. of Outer Gabbard Light Ship, North Sea.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—cont.

Date of Casualty	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 21 Aug.	"Hermud" .. 9 years.	Norway ..	.. ..	S.S., W. ..	287	12	T. Bekkevold..	J. C. Gjersten, Bergen, Norway.	Hull ..	Vella, Denmark.	Phosphate	Steam trawler "Reklerev," of Hull.	—	Calm	30 miles N.E. by E. of Spurn Point, Yorkshire.
21 Aug.	"Nimbus" .. 20 years.	Norway ..	.. ..	Barque, W	1,139	18	O. C. Nielsen ..	H. C. A. Michelsen, Sandefjord, Norway.	London ..	Pitea ..	Ballast .. 2 passengers.	S.S. "Cousins Arbib," of London.	—	N.E. by N. 1	About 7 miles S.S.E. of the Shipwash Light Ship, off Suffolk.
23 Aug.	"Melise" .. 13 years.	Not registered	.. ..	Outter (yacht), W.	7	None on board	.. ..	R. Jardine, Rothesay.	Moored off Rothesay.		Ballast ..	S.S. "Minerva," of Glasgow.	—	Calm	Off Oranmore Pier, Rothesay, Island of Bute.
4 Sept.	"Nova" .. 41 years.	London..	(a) B. Ver. 3/3, G.I.I. III Division from 2/98. (b) 2/98.	S.S., L ..	183	9 and pilot.	E. Jones ..	Owen and Edwards, Cardiff.	Rochester	Leith ..	Cement ..	S.S. "Majorca," of Leith.	—	W. 3	Entrance to Leith Harbour.
6 Sept.	"Glencairn" .. 21 years.	Folkestone ..	.. ..	Brigantine, W.	170	7	W. T. Lott ..	T. H. Franks, Folkestone.	Hartlepool	Folkestone	Coal ..	S.S. "Merthyr," of London.	—	S. 2	Between the Dowding and the Dudgeon Lightships, off Lincolnshire.
7 Sept.	"Postmore" .. 1 year.	France ..	(a) B. Ver. 3/3, G.I.I. from 7/97. (b) 7/97.	S.S., Steel..	98	11	J. Le Block ..	Madame Gondolo, Nantes, France.	Garston ..	Nantes ..	Slag, 1 passenger.	S.S. "Dotterel," of Cork.	—	S.W. 1	5 miles W.N.W. of Carnarvon Bay Light Ship.
7 Sept.	"Thistle" .. 6 years.	Hull ..	.. ..	Ketch, W.	84	5	J. Harris ..	Hull Steam Fishing & Ice Co., Ltd., Hull.	Hull, for fishing.		Ballast ..	S.S. "Carl Rahitkens," of Middlesbrough.	—	S.S.E. 1	130 miles E. by N. of Spurn Point, North Sea.
8 Sept.	"Landana" .. 1 year.	Liverpool ..	(a) L.I. 100 Al. Spar deck (b) 8/98.	S.S., Steel..	1,827	32	T. Veall ..	Elder, Dempster and Co., Liverpool.	Hamburg..	Teneriffe & W. coast of Africa	General, 12 passengers.	S.S. "Kharwater," of Newcastle-on-Tyne.	—	W. 2	65 miles N.E. & E. of Ushant, English Channel.
9 Sept.	"White Heather" .. 4 years.	Not registered	.. ..	Pleasure cutter, W.	2	2	F. Colquhoun	L. McDonald, Oban.	Oban ..	Lismore ..	Ballast ..	Steam yacht "Rona," of Glasgow.	—	W.S.W. 4	Oban Bay, Argyllshire.
17 Sept.	"Fredrique" .. 42 years.	Norway ..	.. ..	Schooner, W.	133	6	—, Evensen ..	H. N. Jensen, Horten, Norway.	Fredrikstad.	Kilrush ..	Timber ..	Norwegian barque "Akoy."	—	—	12 miles off Start Point, Devonshire.
18 Sept.	"Alakto" .. 41 years.	Norway ..	.. ..	Schooner, W.	91	5	T. T. Andersen	T. Jensen, Christian-sand, Norway.	Borow-stones.	Christian-sand, Norway.	Coal ..	Belgian S.S. "Bon MacDui."	—	W.S.W. 4	5 miles W.S.W. of Isle of May, Firth of Forth.
18 Sept.	"Ablion" .. 19 years.	Windsor, N.S.	(a) B. Ver. 5/6, G.I.I. from 2/98. (b) 5/97.	Barque, W.	1,308	16	W. W. Sprague	A. W. Dickie, Kingsport, N.S.	Dublin ..	New York	Ballast ..	Belgian S.S. "Bel Kyndland."	—	E. 2	Lat. 49° 40' N. long. 10° 40' W. N. Atlantic.



## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of vessel, and whether iron or wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 8 Nov.	"Alice Bannister" 21 years.	Barrow	"	Schooner, W.	92	4	O. Owens	J. Fisher, Barrow.	Pat.	Runcorn	China clay	S.S. "Borrowdale," of Sunderland.	1	W.S.W. 4	About 10 miles N.W. of Bardsey Light, off Carnarvonshire.
5 Nov.	"Aurora" New.	Sydney, N.S.W.	"	Ketch, W.	92	6	A. Von Barm.	H.C. Christiansen, Roselle, N.S.W.	Sydney, N.S.W.	Nambucca, N.S.W.	General	Steam tug "Champion," of Newcastle, N.S.W.	—	S.S.W. 5	Off Cape Three Points, New South Wales.
6 Nov.	"N. & E. Apler" 19 years.	Lowestoft	"	Ketch, W.	64	5	W. Fenner	Lowestoft.	Lowestoft	for fishing.	Ballast	S.S. "Strathclyde," of Glasgow.	—	S. 4	45 miles S.E. by E. of Lowestoft, North Sea.
10 Nov.	"Friends" 68 years.	Beaumaris	"	Smack, W.	34	2	H. Thomas	S. Thomas, Cemasee, Anglesey.	Liverpool	Cemasee, Anglesey	Coal	S.S. "Portaferry," of Dublin	—	S.E.E. 2	5 miles S.E. of Point Lynas, Anglesey.
11 Nov.	"Cognac" 38 years.	Liverpool	"	S.S., I.	295	15	E. Davies	T. & J. Harrison, Liverpool.	Charente	Liverpool	General	S.S. "Voltaire," of Belfast	—	E.N.E. 3	6 miles N.W. of the Skerries, Anglesey.
16 Nov.	"Corso" 5 years.	Hull	(a) L.L. 100 A.L. (b) 7.94	S.S., Steel.	410	18 and pilot	A. Ashford	T. Wilson, Sons & Co., Ltd., Hull.	Hamburg	Hull	General, 4 passengers	S.S. "German," of Southampton	—	Calm	6 miles E. of Cuxhaven, Germany.
16 Nov.	"Sultana Reina" 41 years.	Liverpool	(a) L.L. 100 A.L. in red. (b) 9.97.	Brigantine, W.	98	7	R. Evans	M. Jones, Portmadoc, Carnarvonshire.	Harburg	Weymouth	Oil cake	S.S. "Holderness," of Hull	—	S.W. 1	Entrance to River Elbe, Germany.
19 Nov.	"Sir Robert Peel" 30 years.	Faversham	"	Ketch, W.	31	3	H. Waters	F. Kemp, Whitstable, Kent.	Whitstable	Whitstable	Oysters, 1 passenger	S.S. "Dawdon," of Sunderland	2 (crew)	S.S.W. 3	West Swin, Thames Estuary.
25 Nov.	"Alfred" 44 years.	Rochester	"	Spritsail, W.	48	3	G. J. Spice	W. Castle, Hoo, Kent.	Burham, Rochester	London	Bricks	S.S. "Mabel," of N. Shields	—	S.E. 1	Off Oliffe Creek, Lower Hope, River Thames
26 Nov.	"Premier" 4 years.	Glasgow	(a) L.L. 100 A.L. (b) 3.98.	S.S., Steel.	196	11	D. Murray	J. Simpson, Glasgow.	Hamburg	Limerick	Sugar	S.S. "Marnaid," of Waterford	—	N.N.E. 4	Between Killybegs Light and Beal Bar Buoy, Estuary of River Shannon.
27 Nov.	"Bondo" 16 years.	St. John, N.B.	"	Schooner, W.	128	6	W. Sprague	P. McIntyre, St. John, N.B.	St. John, N.B.	Fall River, Mass., U.S.A.	Timber	Schooner "Leonard B," of Parrsboro, N.S.	—	E.N.E. 11	Vineyard Haven, Mass., U.S.A.
1 Dec.	"Eido" Age unknown.	Not registered	"	Pilot cutter, W.	20	4	T. P. Goodman	Pennarth, Glamorganshire.	Cardiff	seeking.	Ballast	Belgian S.S. "Escut"	2	W.N.W. 6	5 miles N.N.E. of the Gwreland, Devonshire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

8 Dec.	"Industry" 68 years.	Whitehaven ..	..	Smack, W.	21	3	W. Peet, Whitehaven.	Whitehaven, for fishing.	Ballast	..	S.S. "John Bur- bery," of Liver- pool ..	2	S.E. 7	3 miles N. of St. Bees Head Light, Cumber- land.
9 Dec.	"Chester" 27 years.	W. Hartlepool	..	S.S. I	678	15	J. Winchcombe	The Tyne .. London ..	Coal	..	S.S. "Galitz," of N. Shields.	—	W.S.W. 8	About 3 miles off Orfordness, Suffolk.
10 Dec.	"Elizabeth" 23 years.	France ..	..	Brig, W. ..	135	7	E. Quenel ..	Glasgow .. Courmoules, France.	Coal	..	Schooner "Lotie," of Paderew.	—	W.S.W. 10.	Tail of the Bank, Estuary of R. Clyde.
15 Dec.	"I. A. S." About 9 years.	Not registered	..	Pilot cut- ter, W.	12	3	I. Greatrex, Penarth.	Cardiff, seeking.	Ballast	..	S.S. "Thoresle- garth," of Liverpool.	3	N.W. 5	About 3 miles S.W. of Neah Lights, Glamorganshire.
16 Dec.	"Ilion" 16 years.	Sunderland ..	..	S.S. I	1,297	23	R. M. Clarkson	S. Shields .. Gence ..	Coal	..	S.S. "Pierre- mont," of W. Hartlepool.	20	N.W. 2	Off Souther Point, Dur- ham.
17 Dec.	"Raleigh" 13 years.	Guernsey ..	..	Ketch, I	59	4	T. Cooney ..	Northfleet .. R. Thames.	Granite	..	S.S. "Umbilo," of London.	—	W. 2	Near E. Blyth Buoy, Sea Beach, River Thames.
25 Dec.	"Racer" 8 years.	Inverness ..	..	Schooner, W.	100	5	D. Begg ..	London .. Fras- burgh.	Cement & whiting.	..	S.S. "Harborne," of London.	—	W.S.W. 2	About 7 miles N. of Whitby, Yorkshire.
31 Dec.	"Lizis" 40 years.	Not registered	..	Pilot cut- ter, W.	9	3	Z. White ..	Cardiff, seeking.	Ballast	..	S.S. "Easty," of W. Hartlepool.	—	S.S.E. 6	8 miles N.N.W. of Beckes Light Ship, off Glamorganshire.
1899, 4 Jan.	"Duguesclin" 1 years.	France ..	..	S.S. I	973	23	J. Thémolin ..	Brest .. Swansea ..	Ballast	..	S.S. "Rose-shire," of Glasgow.	11	W. 6	17 miles S.W. of Tyrose Head, Corn- wall.
4 Jan.	"Rose-shire" 18 years.	Glasgow ..	..	S.S. I	1,362	23	J. S. Orlerton	Cardiff .. St. Nazaire	Coal	..	French S.S. "Duguesclin."	1	W. 6	17 miles S.W. of Tyrose Head, Corn- wall.
7 Jan.	"Brockenhuus Schack" 7 years.	Denmark ..	..	Schooner, W.	143	6	A. Rasmussen	Frederick- stad.	Timber	..	Barque "Loch Bredan," of Liverpool.	—	S.W. 4	About 8 miles W.S.W. of Start Point, Devonshire.
12 Jan.	"Brothers" 66 years.	Pwllheli ..	..	Smack, W.	44	None on board	J. P. Jones, Nevin Carnarvon- shire.	Laid up in Porthdynllaen Harbour.	Ballast	..	Fist "Penning- ton," of Liver- pool.	—	N.W. 9	Porthdynllaen Har- bour, Carnarvon- shire.
15 Jan.	"Deerhound" 26 years.	Ramsgate ..	..	Dandy, W.	19	3	E. J. Longley ..	Ramsgate, for fishing	Ballast	..	Barque "Doon," of Ayr.	—	S.W. 4	6 miles S. of Kenish Knock, Thames Es- tuary.
17 Jan.	"Alice Mary" 19 years.	Rochester ..	..	Top-sail barge, W.	33	3	F. Potton ..	Margate .. Greenhithe	Ballast	..	Norwegian S.S. "Fredablik."	—	W. N.W. 6	Sea Beach, River Thames.
18 Jan.	Unknown .. Age unknown.	Colonial (not registered)	..	Cargo boat, W.	about 50	—	..	..	..	..	S.S. "Fante," of Singapore.	—	N.N.E. 5	Singapore Roads, Sin- gapore.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 6 Feb.	"William" .. 16 years.	..	..	Sloop, W.	36	2	J. Ball..	W. Marshall & Sons, Grimsby.	Grimsby ..	Hull ..	Ballast ..	Steam Trawler "Orinoco," of Hull.	—	E.N.E. 5	Off Killingholme, Lincolnshire.
18 Feb.	"Niels" .. 18 years.	Denmark ..	(a) B. Ver. 3/A.L.L. for 5 years from 6.94. (b) 5.98.	Barquentine, W.	189	7	H. Christensen	H. C. Christensen, Marstal, Denmark.	Chester ..	Copenhagen ..	Fire bricks	S.S. "Olyde," of Liverpool.	—	S.W. 2	13 miles S.W. of the Skerries, off Anglesey.
27 Feb.	"Sensation" .. 34 years.	Dover ..	..	Brigantine, W.	176	7	W. Sharp ..	G. J. Bussey, Dover.	S. Shields..	Dover ..	Coal ..	Norwegian S.S. "Fagerli."	—	S.W. 2	About 3 miles E.N.E. of Hunkeliffe Foot, Yorkshire.
27 Feb.	"Unity" .. 10 years.	Brixham ..	..	Ketch, W.	41	5	E. Crocker ..	G. B. Johnson, Brixham.	Millford, for fishing	..	Ballast ..	S.S. "Elm Branch," of Sunderland.	—	S.S.E. 3	2 miles W. of the Longships, off Cornwall.
2 Mar.	"Belgon" .. 18 years.	Cardiff ..	(a) Ll. 100 A.L. (b) 2.98.	S.S., I. ..	848	18	T. Enos..	P. Morel, Cardiff.	Nantes ..	Bilbao ..	Ballast, 1 passenger.	French S.S. "Penfeld."	—	E. 2	Bonne Anse, France.
9 Mar.	"George Pearson" .. 33 years.	London..	..	Top-sail barge, W.	38	2	G. Key..	Eastwood & Co., London.	Shoeburyness.	London ..	Bricks ..	S.S. "Sandal," of S. Shields.	1	W.S.W. 1	About 2 miles below Gravesend, River Thames.
19 Mar.	"Alice and Kate" .. 19 years.	Dublin ..	..	Schooner, W.	80	4	W. Harford, Skerries, Co. Dublin.	..	Ballingacurry, co. Cork.	Poole ..	Oats ..	Schooner "David Sinclair," of Brixham.	—	E. 5	About 12 miles W.N.W. of the Lizard, Cornwall.
20 Mar.	"Madeleine" .. 7 years.	Yarmouth, N.S.	(a) B. Ver. 3/6 L.L. for 12 years from 1.92. (b) 10.98.	Barque, W.	497	10	D. Ross ..	W. L. Lovett, Yarmouth, N.S.	San Nicolas	Falmouth, for orders.	Line-seed ..	Norwegian barque "Lucy Reppen."	—	E.S.E. 9	About 3 miles from Martin Chico Lightship, R. Plate, Argentine Republic.
22 Mar.	"Aberdare" .. 16 years.	Cardiff ..	(a) B. Ver. 3/8 A.L.L. Division from 3.99. (b) 3.98.	S.S., I. ..	843	18	T. Thils ..	P. Morel, Cardiff.	Cardiff ..	St. Nazaire	Coal ..	S.S. "Niobe," of Glasgow.	1	N. 2	1½ mile S. of Barry Island, Glamorgan-shire.
26 Mar.	"Science" .. 31 years.	London..	(a) Ll. 90 A.L. spar deck. (b) 1.99.	S.S., I. ..	810	23	L. E. Kettle ..	W. G. Westcott, London.	Odessa ..	Antwerp ..	General ..	S.S. "Daybreak," of W. Hartlepool.	—	E. 4	About 8 miles N. ½ E. of Cape St. Vincent, N. Atlantic.
26 Mar.	"Turfa" .. 30 years.	W. Hartlepool	..	Brigantine, W.	155	7	J. Smith ..	J. Danby, W. Hartlepool.	E. Hartlepool.	Maldon ..	Coal ..	S.S. "Baldon," of Newcastle-on-Tyne.	3	S.W. 4	4 miles S.E. by S. of Flamborough Head, Yorkshire.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

31 Mar.	"Heathpool" 14 years.	..	Sunderland ..	..	S.S., I.	800	16	J. Todd ..	Lambton Col- lieries, Lim., Newcastle - on-Tyne.	Sunderland	St. Nazaire	Coal	S.S. "Ethelinda," of Whitby.	8	W. 3	About 3 miles N.E. by E. of Royal Sovereign Lightship, off Sussex.
31 Mar.	"Pontos" 4 years.	..	Germany ..	..	S.S., Steel..	2,014	26 & 12 cas- tle- men.	.. Gerhaus ..	A. C. de Freitas & Co., Ham- burg, Ger- many.	Buenos Ayres.	London ..	Cattle and wheat, 5 passengers.	S.S. "Star of New Zealand," of Belfast.	2	W. 3	About 8 miles E.S.E. of Royal Sovereign Lightship, off Sussex.
1 Apr.	"Willing" 31 years.	..	Jersey ..	..	Schooner, W.	83	4	E. Margrate ..	R. E. o w l e s, Frampton- on - Severn, Gloucester- shire.	Dublin ..	Cardiff ..	Burnt ore	S.S. "Vigilant," of Liverpool.	—	W.S.W. 4	1 mile W.S.W. of Hel- wick Lightship, off Glamorganshire.
7 Apr.	"Flora" 53 years.	..	Westport ..	..	Sloop, W...	44	2	J. Moran, Careholly, Co. Mayo.	Westport, Co. Mayo.	Anchored at Inishlyre, Co. Mayo.	Inishlyre,	Ballast ..	Schooner "Kate," of Westport.	—	W.S.W. 9	Inishlyre Roads, Olwe Bay, co. Mayo.
9 Apr.	"Laura" 24 years.	..	Gt. Yarmouth ..	..	Dandy, W.	44	6	H. Myhill ..	J. Heck, Lim., London.	Gt. Yarmouth, for fishing.	Gt. Yarmouth, for fishing.	Ballast ..	S.S. "Edda," of Grangemouth.	—	S. 3	About 2½ miles S.E. of Corton Lightship, off Suffolk.
13 Apr.	"Wild Rose" 5 years.	..	Lowestoft ..	..	Sloop, W.	51	5	W. J. Head, Lowestoft.	Lowestoft.	Swansea, for fishing	Swansea, for fishing	Ballast ..	Brigantine "Greenwich," of Faversham.	—	S. by E. 4	About 8 miles S.E. of Beachy Head, Sussex.
19 Apr.	"Morecambe Belle" 30 years.	..	Drogheda ..	..	Schooner, W.	100	5	J. Farrell, Drogheda	Drogheda	Drogheda	Cardiff ..	Burnt ore.	S.S. "Microphone," of Belfast.	—	W. 6	Entrance to Kingstown Harbour, Co. Dublin.
21 Apr.	"Escort" 21 years.	..	Millford ..	..	Ketch, W...	40	4	J. Pine ..	P. L. Hancock, Millford Haven	Millford, for fishing.	Millford, for fishing.	Ballast ..	Fishing Ketch "Fish Girl," of Brixham.	2	S.E. 6	About 1½ miles W. of Lundy Island, Bristol Channel.
11 May	"Asteroid" 19 years.	..	Liverpool ..	..	Schooner, (yacht), W.	56	9	W. Trew ..	W. Howard, London.	Nice ..	Portsmouth	Ballast ..	S.S. "Cortes," of Liverpool.	—	Calm	3 miles Eastward of Europa Point, Medi- terranean.
26 May	"Why Not" Age unknown.	..	Not registered	..	Lugger, W.	18	7	A. McKenzie, Hopman, Invernesshire.	Hopman, Invernesshire.	Stornaway, for fishing.	Stornaway, for fishing.	Ballast ..	Unregistered fish- ing lugger "City of London," of Bant.	—	E. 4	7 miles W. of Stoor Head, Sutherland- shire.
26 May	"Young Jack" 9 years.	..	Lowestoft ..	..	Dandy, W.	53	5	J. Wilson ..	J. Crispin, Lowestoft.	Lowestoft, for fishing.	Lowestoft, for fishing.	Ballast ..	Fishing Ketch "Little Boy," of Lowestoft.	—	N.E. by N. 6	About 15 miles N.E. by N. of Cromer, Norfolk.
2 June	"Benjamin" 23 years.	..	Not registered	..	Lugger, W.	22	7	J. McKennedy.	E. Quiltrough, Port St. Mary, I. of Man.	Castletownsend, co. Cork, for fishing.	Castletownsend, co. Cork, for fishing.	Ballast ..	S.S. "Louisianian," of Liverpool.	—	W. 3	12 miles E.S.E. of the Fastnet, off co. Cork.
12 June	"Quickstep" 23 years.	..	N. Shields ..	..	Steam Tug, W.	9	4	T. Bais ..	A. Bain, N. Shields.	The Tyne, seeking.	The Tyne, seeking.	Ballast ..	S.S. "Brookside," of Sunderland.	—	N. 1	About 3 miles off Souter Point, co. Durham.
17 June	"Venus" 8 years.	..	Aberystwith ..	..	S.S., Steel ..	1,908	26	D. Jones ..	J. Mathias & Son, Aberyst- with.	Odessa ..	Rotterdam	Grain ..	Greek S.S. "Amphitrite."	—	Calm ..	8 miles E.N.E. of Royal Sovereign Lightship, off Sussex.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas, London, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 26 Mar.	"Gasperan" 13 years.	St. John's, N.F.L.	..	Schooner, W.	67	E. White ..	T. Ashburn, Fythingate, N.F.L.	Pearce's Harbour, N.F.L., for sealing.	N.F.L.	Ballast ..	Crushed by ice	—	N.E. 9	7 miles N. of Black Head, Bonaville Bay, Newfoundland.
18 Apr.	"Geranium" 9 years.	St. John's, N.F.L.	..	Schooner, W.	63	A. Blandford ..	G. J. Carter, St. John's, N.F.L.	Herring Neck, N.F.L., for sealing.	N.F.L.	Ballast ..	Crushed by ice	—	W. 4	20 miles E. of Baseline Island, N. Atlantic.
— Apr.	"Annie C. Moore" 15 years.	St. John's, N.F.L.	..	Schooner, W.	113	.. ..	J. Trean, N. Sydney, C.B.	.. ..	.. ..	Hay, &c. ...	Burnt ..	—	—	Lynn, Alaska.
2 May	"Olive" 7 years.	St. John's, N.F.L.	..	Schooner, W.	23	W. Courtney, Petites, N.F.L.	.. ..	Rose Blanche, N.F.L., for sealing.	N.F.L.	Ballast ..	Crushed by ice	—	N.E. 6	Chesapeake, Prince Edward Island.
8 May	"Nyanza" 9 years.	Lunenburg, N.S.	..	Fishing schooner, W.	116	E. F. Walters, Lunenburg, N.S.	.. ..	Lunenburg, N.S.	Magdalen Islands	Ballast ..	Crushed by ice	—	E. 5	Gulf of St. Lawrence.
10 July	"Hope" 50 years.	Arbroath ..	..	Brigantine, W.	94	W. Grant ..	J. Spalding, Arbroath, Forfarshire.	Greenhithe	Leith ..	Whiting ..	Leaky; condemned.	—	N.E. 7	Near Swin Middle Light Ship, Thames Estuary.
2 Aug.	"Celerity" .. Age unknown.	Not registered	..	Lugger, W. Pleasure boat, W.	3	.. ..	Livett, Frank & Son, Southampton.	Southampton, on a pleasure cruise in Southampton Water.	.. ..	Ballast, 6 passengers.	Capsized ..	2 (passengers).	S., gusty	Off Calshot Castle, Hampshire.
10 Aug.	"Rising Sun" 18 years.	Not registered	..	Lugger, W.	16	W. Gray, Portgordon, Banffshire.	.. ..	Fraserburgh, for fishing.	.. ..	Ballast ..	Leaky and abandoned; subsequently towed to port and broken up.	—	S.E. 8	About 10 miles N.N.E. of Kinmadr's Head, Aberdeenshire.
26 Aug.	(No name) .. Age unknown.	Not registered	..	Spritsail (Yacht), W.	3	J. Paisley, Troon, Ayrshire.	.. ..	Troon	Whiting Bay, Arran Island.	Ballast ..	Swamped; wreckage washed ashore.	1	S. —	About 1 mile off Lagburt, Arran Island, Butehire.
26 Aug.	"Hollinwood" 9 years.	Liverpool ..	(a) 11 1/2, 100 A.L. (b) 18/1.	Barque, Steel.	2,806	W. R. Kidd ..	N. MacVicar & A. R. Marshall, Liverpool.	Sydney, N.S.W.	London ..	General, 1 passenger.	Burnt ..	—	E.N.E. 2	Lat. 35° 38' N. lon. 40° 48' W., N. Atlantic.
27 Aug.	(No name) .. 6 years.	Not registered	..	Smack (Pleasure boat), W.	about 3	.. ..	H. Hughes, Carnarvonshire.	Racing at Nevin Regatta	.. ..	Ballast ..	Capsized ..	1	S.W. 5	Near Porthcynlleid Point, Carnarvonshire.
4 Sept.	"Darpa" 31 years.	St. John, N.B.	..	Brig, W. ..	324	H. Oathoun ..	F. Tufa, St. John, N.B.	Nantes ..	Sydney, O.B.	Ballast ..	Leaky &c.; condemned.	—	N.W. 12	Lat. 45° 40' N. lon. 57° W., N. Atlantic.



## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (4) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book of Marine Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 6 Jan.	"Heinrich" 31 years.	Faversham	.. ..	Schooner, W.	96	G. Austin	J. Murton, Faversham, Kent.	Thames Haven.	Newcastle- on-Tyne.	Naphtha & gasoline.	Explosion of petroleum vapour.	—	S.W. 1	Off the Nore, Thames Estuary.
8 Jan.	"Boy Tom" 15 years.	Not registered	.. ..	Fishing lugger, W.	26	T. Wedge	St. Ives, Cornwall	Laid up at Lelant, Cornwall.	..	Ballast	Burnt	—	S. 6	Lelant, St. Ives Bay, Cornwall.
20 Jan.	"Lady Elizabeth" 28 years.	Penzance	.. ..	Ketch, W.	46	W. H. Whitley	E. T. Mathews, Penzance.	Moored in Plymouth Sound.	..	General, in- cluding petroleum, naphtha, &c.	Burnt	—	S.S.W. 7	Off Mount Batten, Plymouth Sound.
23 Jan.	"Joseph & Sarah" 45 years.	Grimsby	.. ..	Dandy, W.	69	A. Chalk	W. T. Dunlin, Grimsby.	Grimsby, for fishing	..	Ballast	Burnt	—	N.E. 5	About 50 miles N.N.E. of Spurn Point, Yorkshire.
4 Feb.	"Alexander Golovatcheff" 1 year.	Glasgow	(a) B. Ver. 3/3 P.L.I. Divi- sion from 1298, (b) 1298.	Steam dredger, Steel.	211	A. Ruhe	W. Brown, Meadowflat, Rentrew.	Greenock	Odessa	Ballast	Main spur driv- ing wheel broke.	—	E. 6	Abandoned in lat. 51° 10' N., lon. 15° 8' W., N. Atlantic.
21 Feb.	"Mary H. Williams" 14 years.	Nassau, N.P.	.. ..	Schooner, W.	80	E. Russell	W. J. Menendez, Nassau, N.P.	Jacksonville	Nassau, N.P.	Lime and lumber.	Combustion of lime cargo.	—	—	N. of Matanilla, N. Atlantic.
22 Feb.	"Siddartha" 19 years.	Sackville, N.B.	.. ..	Barque, W.	438	W. H. Gerard	J. Wood, Sack- ville, N.B.	Jackson- ville, U.S.A.	Liverpool	Timber	Waterlogged, &c.; subsequently towed to port and condemned	1	W. 12	Abandoned about lat. 39° N., lon. 30° W., N. Atlantic.
24 Feb.	"George Kendal" 9 years.	St. John's, N.F.L.	.. ..	Schooner, W.	56	A. Evans	J. Evans, Grand Bank, N.F.L.	Halifax, N.S.	Grand Bank, N.F.L.	General, 1 passenger.	Crushed by ice.	—	N.W. 10	100 miles S.W. of St. Pierre, Miquelon, Gulf of St. Lawrence.
— Feb.	"Annie" 18 years.	St. John's, N.F.L.	.. ..	Schooner, W.	23	.. ..	J. J. Rogerson, St. John, N.F.L.	Laid up at N.F.L.	Carbonear,	Ballast	Crushed by ice.	—	N. 10.	Carbonear, Newfound- land.
11 Mar.	"Fawn" 39 years.	Guernsey	.. ..	Dandy, W.	36	T. W. Chevalier	A. Gray, Guernsey.	Gloucester	Jersey	Salt	Took a list while on mud and failed to rise with tide.	—	W. 1	East Mud, Cardiff Drain.
13 Apr.	"Laddie" 6 years.	St. John's, N.F.L.	.. ..	Schooner, W.	81	C. Brathwaite	E. Scott, Fogo, N.F.L.	Liebon	St. John's N.F.L.	Salt	Crushed by ice.	—	Calm	8 miles S.E. of Fer- rière Harbour, N.F.L., N. Atlantic.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

12 May	"Nicosian" .. 20 years.	Leith .. ..	(a) LL $\frac{1}{2}$ 100 Al. (b) 11.38.	S.S., I ..	848	20	J. Jones ..	H. Black, Leith.	Maryport	Gedle, Sweden.	Rails ..	Crushed by ice	—	N.E. —	11 miles from Orskar Lighthouse, Gulf of Bothnia.
16 May	"St. Patrick" .. Age unknown.	Not registered	.. ..	Fishing canoe, W. and can- vas.	about 2	3	J. Fitzgerald, Kerry.	Kilcooly, co. Kerry, for fishing.	Smervick Harbour, co. Kerry.	Ballast ..	Capitised ..	..	3	N.W. 4	Seen, bottom up off Ballydavid Head, co. Kerry.
19 June	"Flowerdale" .. 21 years.	Singapore ..	.. ..	Brigantine (Store ship) W.	113	—	.. ..	Eastern and Australian Trading Association, Lim., London.	Moored at Port Darwin, S.A.	—	Burnt ..	..	—	S.E. 4	Port Darwin, Northern Territory, S. Austre- lia.

## (5) MISSING VESSELS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Place of Casualty.
1898.	"St. Michel" .. 7 years.	Yarmouth, N.S.	.. ..	Brigantine, W.	107	7	L. Porter ..	J. H. Porter & Co., Trunket Wedge, N.S.	Turks Island, West Indies.	Trunket Wedge, N.S.	Salt ..	7	Not heard of since sailing on 4th February, 1898.
—	"Midas" .. 2 years.	Maryport ..	(a) LL $\frac{1}{2}$ 100 Al. (b) 4.38.	Barque, Steel.	1,362	20	T. Messenger ..	J. Ribson, Maryport.	Nagasaki ..	Portland, Oregon, U.S.A.	Ballast ..	20	Not heard of since sailing on 4th February, 1898.
—	"David Morgan" .. 7 years.	Liverpool ..	(a) LL $\frac{1}{2}$ 100 Al. (b) 3.38.	Barque, Steel.	1,515	22	E. McMillan ..	A. Weir, Glasgow.	Philadelphia	Nagasaki ..	Cass oil ..	22	Not heard of since passing Delaware Breakwater on 26th March, 1898.
—	"Mitreale" .. 23 years.	Liverpool ..	(a) LL $\frac{1}{2}$ 90 Al. (b) 10.37.	Ship, I. ..	1,165	23	J. McMillan ..	W. Lowden & Co., Liverpool.	Newcastle, N.S.W.	Callao ..	Coal ..	23	Not heard of since sailing on 30th April, 1898.
—	"J. G. Kondio" .. 14 years.	Sydney, N.S.W.	.. ..	Schooner, W.	92	6	O. A. Bonnlund ..	J. Kondio, Sydney, N.S.W.	Nambucca, N.S.W.	Sydney, N.S.W.	Timber ..	6	Not heard of since sailing on 4th May, 1898.
—	"Fido" .. 22 years.	Sydney, N.S.W.	.. ..	Barque, W.	484	11	S. Morrison ..	R. Walker, Sydney, N.S.W.	Newcastle, N.S.W.	Auckland, N.Z.	Coal and coke.	11	Not heard of since sailing on 5th May, 1898.
—	"Adelaide" .. 19 years.	Sydney, N.S.W.	.. ..	Barque-antine, W.	217	7	.. ..	J. Dunn, Sydney, N.S.W.	Newcastle, N.S.W.	Gisborne, N.Z.	Coal ..	7	Not heard of since sailing on 12th May, 1898.
—	"Zadok" .. 30 years.	Swansea ..	(a) LL $\frac{1}{2}$ 100 Al. (b) 12.37.	Barque, I.	580	12	D. Jones ..	G. Shepherd, Swansea.	Boston ..	Falmouth or Queens- town, for orders.	Linseed ..	12	Not heard of since being left by pilot in Buenos Ayres Roads on 1st June, 1898.
—	"Doorga Lama" .. 15 years.	British India (not registered)	.. ..	Schooner, W.	52	10	.. ..	.. ..	Chedoke ..	Chittagong	Paddy ..	10	Not heard of since sailing on 26th July, 1898.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Place of Casualty.
1888.	"Fatema Khatoon" 5 years.	British India (not registered).	.. ..	Schooner, W.	101	11	.. ..	.. ..	Chedoca ..	Chittagong	Paddy ..	11	Not heard of since sailing on 26th July, 1888.
—	"Emily" 8 years.	Melbourne ..	.. ..	Cutter, W.	14	2	.. ..	F. W. Wilson & J. A. Dorran, Malacca, Victoria.	Eden, N.S.W.	Malacca Inlet.	Ballast ..	2	Not heard of since sailing on 31st July, 1888.
—	"Cedric" 10 years.	Falmouth ..	(a) LL. 100 AL 12 years. (b) 6.88.	Schooner, W.	91	4	P. Rich ..	N. Grey, Penryn, Cornwall.	Dymart ..	St. Brieux, France.	Coal ..	4	Not heard of since sailing on 26th August, 1888.
—	"Laurelbank" 8 years.	Glasgow ..	(a) LL. 100 AL. (b) 11.36.	Barque, Steel.	2,237	29	H. K. Lindsay ..	A. Weir, Glasgow	Shanghai ..	Portland, On	Ballast ..	29	Not heard of since being seen 6 days out from Shanghai on 6th September, 1888.
—	"City of Bristol" 16 years.	Dublin ..	(a) LL. 100 AL. (b) 7.38.	S.S., I. ..	796	13	J. Moran ..	Palgrave, Murphy & Co., Dublin.	Swansea ..	Rotterdam	Coal ..	13	Not heard of since sailing on 26th September, 1888. Boat picked up off Trevose Head, and bottles of some of the crew washed ashore near Linney Head.
—	"Pioneer" 10 years.	Victoria, B.C.	.. ..	Schooner, W.	73	14	O. E. Locke ..	A. J. Bechtel, Victoria, B.C.	Victoria, B.C., for sailing.		Ballast ..	14	Not heard of since being spoken in N. Pacific on 3rd October, 1888.
—	"Cardoc" 8 years.	London..	(a) LL. 100 AL. (b) 12.36.	Barque, I.	2,409	30	J. Jones ..	D. E. Brown, London.	Kobe, Japan	Port Angeles, Washington Territory, U.S.A.	Ballast ..	30	Not heard of since sailing on 5th October, 1888.
—	"Eira" 4 years.	Liverpool ..	(a) LL. 100 AL. (b) 8.87.	S.S., Steel	791	15	J. Williams ..	E. Lewis, Aberdovey, Merionethshire.	Whitehaven	Cronstadt	Pig Iron ..	15	Not heard of since sailing on 13th October, 1888.
—	"Snafell" 18 years.	Gt. Yarmouth ..	.. ..	Dandy, W.	50	10	J. Davidson ..	H. Horne, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast, 1 crew and 1 passenger.	11 (10 crew and 1 passenger).	Not heard of since being spoken about 45 miles N.N.E. of Leman and Ower Lightship on 18th October, 1888.
—	"Charles Steels" 8 years.	W. Hartlepool ..	(a) LL. 100 AL. (b) 9.36.	S.S., Steel	738	17	T. Peet ..	J. Lilly, W. Hartlepool.	Leith ..	Hamburg	Coal ..	17	Not heard of since sailing on 16th October, 1888.
—	"Celtic Bard" 8 years.	Liverpool ..	(a) LL. 100 AL. (b) 8.88.	Ship, Steel	1,735	23	T. Jones ..	R. Hughes-Jones, Liverpool.	Hong Kong..	Royal Roads, Victoria, B.C.	Ballast, 1 passenger.	23 (25 crew & 1 passenger).	Not heard of since being spoken about 150 miles S.W. of Kobe, N. Pacific, on 24th October, 1888.



## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Place of Casualty.
1898.	"Picton" .. 13 years.	W. Hartlepool	(a) LL. $\star$ 100 AL. (b) 1.98.	S.S., Steel..	1,527	23	J. B. Urquhart ..	R. Roper & Co., W. Hartlepool.	Newport News, U.S.A.	Sligo ..	Maize ..	23	Not heard of since sailing on 20th January, 1899.
—	"City of Wakefield" .. 8 years.	Newcastle-on-Tyne.	(a) LL. $\star$ 100 AL. partaining deck with freeboard. (b) 1.98.	S.S., Steel..	1,937	26	R. Townsend ..	Tyne & Blythe S.S. Owning Co., Lim., Newcastle-on-Tyne.	Ship Island, U.S.A.	Rotterdam	Timber ..	26	Not heard of since sailing from Norfolk, Va., on 23rd January, 1899.
—	"Dora" .. 24 years.	Liverpool ..	.. .. .	Barquentine, W.	199	9	J. H. Brien ..	T. R. Job, Liverpool.	St John's, N.F.L.	Liverpool	Fish oil, &c.	9	Not heard of since sailing on 23rd January, 1899.
—	"Dora Forster" .. 10 years.	London..	(a) LL. $\star$ 100 AL. (b) 1.98.	S.S., Steel..	1,573	26	J. B. Woolley ..	C. S. Hunting, Newcastle-on-Tyne.	Savannah	Liverpool	Cotton, &c.	26	Not heard of since sailing on 23rd January, 1899.
—	"Laughton" .. 17 years.	Newcastle-on-Tyne.	(a) LL. $\star$ 100 AL. (b) 8.98.	S.S., I. ..	1,486	26	W. G. Hodgson ..	Sutherland S.S. Co., Lim., Newcastle-on-Tyne.	New Orleans	Copenhagen	Grain, cotton, &c.	26	Not heard of since leaving Newport News, on 23rd January, 1899.
—	"Jasper" .. 32 years.	Lyttelton, N.Z.	.. .. .	Barquentine, I.	252	8	W. Bunton ..	J. Duncan, Picton, N.Z.	Bunker Island	Melbourne	Gnano ..	8	Not heard of since sailing on 26th January, 1899.
—	"Croft" .. 8 years.	Newcastle-on-Tyne.	(a) LL. $\star$ 100 AL. (spar deck). (b) 8.98.	S.S., Steel..	1,710	27	W. F. Land ..	Arrow Shipping Co., Lim., Newcastle-on-Tyne.	New York ..	Leith ..	General ..	27	Not heard of since sailing on 26th January, 1899.
—	"Oberon" .. 9 years.	London..	(a) LL. $\star$ 100 AL. (spar deck). (b) 3.98.	S.S., Steel..	1,763	28	J. H. Iealie ..	Howard S.S. Co., Lim., London.	Baltimore, U.S.A.	Antwerp ..	General ..	28	Not heard of since passing Cape Henry, U.S.A., on 26th January, 1899.
—	"Arona" .. 6 years.	Dundee..	(a) LL. $\star$ 100 AL. (spar deck). (b) 3.98.	S.S., Steel..	2,152	33 & 13 cattle-men.	G. D. Robble ..	H. Thompson, Dundee.	Portland, Me.	London. ..	General & livestock.	51	Not heard of since sailing on 27th January, 1899.
—	"Port Melbourne" .. 7 years.	London..	(a) LL. $\star$ 100 AL. awning deck with freeboard. (b) 4.98.	S.S., Steel..	3,011	49	J. R. Smith ..	Anglo Australian Steam Navigation Co., London.	New York ..	London. ..	Grain, oil, &c.	49	Not heard of since sailing on 27th January, 1899.
—	"White Heather" .. Age unknown.	Not registered	.. .. .	Schooner, W.	12	4	T. W. Arthur ..	D. B. Gibson, Western, Australia.	Perth, W.A.	Broome, W.A.	Ballast ..	4	Not heard of since sailing on 28th February, 1899.
—	"Rose" .. 14 years.	Not registered	.. .. .	Fishing tug, W.	32	7	J. Watt ..	G. Watt, Seton, & others, Perth, W.A.	Cardenstown	Bay of Sound, Shetland.	Ballast ..	7	Not heard of since being spoken in Moray Firth on 10th March, 1899.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

	"Crescent" .. 2 years.	Lunenburg, N.S.	..	..	Schooner, W.	99	7	G. Conrad ..	J. J. Rudolf, Lunenburg, N.S.	Turks Island, Lunenburg, N.S.	Salt.. ..	7	Not heard of since sailing on 26th March, 1899.
	"Sunbeam" .. 3 years.	Brizham ..	..	..	Ketch, W.	41	4	W. J. Partridge, Brizham.	..	Brizham, for fishing in Bristol Channel.	Ballast ..	4	Not heard of since sailing on 4th April, 1899.
	"W. R. and G. C." .. 1½ years.	Lowestoft ..	..	..	Dandy, W.	37	8	H. Burgess ..	W. F. Bice Lowestoft	Newlyn, Cornwall, for fishing.	Ballast ..	8	Not heard of since being seen near the Seven Stones, Cornwall, on 7th April, 1899.

APPENDIX C.—Table 2.—Detailed Statement of Sea Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to British Vessels abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, and (3) Casualties from other Causes.

## (1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 20 May	"Aratapu" .. 20 years.	Auckland, N.Z.	.. ..	Brigantine, W.	122	7	W. Gilmer ..	Kauri Timber Co., Ltd., Auckland N.Z.	Auckland, N.Z.	Tairua, N.Z.	Timber and general.	1	N.E. 7	Whangamata Beach, Island, New Zealand.
25 July	"Ecuador" .. 17 years.	Liverpool ..	.. ..	S.S., Steel	1,310	46	R. G. Mathias ..	Pacific Steam Navigation Co., Liverpool.	Corral	Lebu ..	General ..	2	—	Lebu, Chili.
11 Oct.	"Sri Mahalak- shmi" .. 20 years.	British India.. (not registered.)	.. ..	Lanteen, W.	24	7	Chekkia Mogga- fayya	Tadapalli Puru- shottam, Masu- lipatam.	Masulipatam	Nagapatam	Grain, chil- lies, &c.	4	E. 10	Havelock Point, E. coast of India.
19 Oct.	"Thistle" .. 11 years.	Colchester ..	.. ..	Ketch, W.	137	5	R. Playle ..	J. Smith, Burn- ham, Essex.	Rye ..	Seaham ..	Ballast ..	6	E.S.E. 8	Near Randerstone, W. of File Ness, Fifeshire.
1899. 16 Jan.	"Astracans" .. 2½ years.	Liverpool ..	(a) L.L. 100 A1. (b) 4.98	Ship, I. ..	1,572	24	B. R. Griffiths ..	E. Roberts, Liverpool.	Iquique ..	Antwerp ..	Nitrate of Soda.	1	W.N.W. 9	Near Terneuzen, Holland.
11 Feb.	"Netham" .. 21 years.	Bristol ..	.. ..	S.S., I. ..	62	4	J. Harris ..	W. A. Osborn, Bristol.	Newport, Mon.	Bristol ..	Coal ..	4	S.S.W. 10	Near East Oak Buoy, Mon- mouthshire.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 19 July	"Kornah" 20 years.	..	..	Ketch, W...	41	—	..	R. Murray, Swansea, N.S.W.	..	..	Unknown	S.S. "Cintr," of Sydney, N.S.W.	1	W.—	Near Dawson Point, Sydney Harbour, New South Wales.
20 Aug.	"Glenericht" 13 years.	..	(a) Ll. 100 Al. (b) 5.88.	Barque, L.	2,216	28	E. H. Davies, Mould, Flintshire.	..	Newcastle-on-Tyne.	Valparaiso	Coke, 2 passen- gers.	Barque "Bal- moral," of Liverpool.	1 (pas- sen- ger).	W.N.W. 9	About Lat. 59° S., lon. 69° 18' W., S. Atlantic.
21 Aug.	"Ranza" 4 years.	..	(a) Ll. 100 Al. (b) 1.88.	S.S., Steel..	3,494	37	J. Stanhope ..	Caledonia S.S. Co., Lim., Liverpool.	N. Shields	Adon ..	Coal, 1 passen- ger.	S.S. "Gloamin," of London.	1 (crew)	S.E. 2	11 miles E. of the Tongue Lighthouse, Thames Estuary.
29 Oct.	"Lord Iddeleigh" 10 years.	..	(a) Ll. 10 Al. (b) 7.94.	Ketch, W...	75	4	H. Columbus..	English & Con- tinental Ship- ping Co., Lim., London.	London ..	Poole ..	Petroleum	Ketch "Lord Napier," of London.	1	S.S.E. 5	About 3 miles E.N.E. of the Gull Lighthouse, of Kent.
2 Dec	"Lily Dale" 8 years.	Not registered	..	Lugger, W.	7	4	C. Moncur, Gourdon, Kincardine- shire.	..	Gourdon, for fishing	..	Ballast ..	Schooner "Tollo," of Banff.	1	W. 6	4 miles S.E. of Shield- hill, Kincardineshire.
8 Dec.	"Sierra Segura" 15 years.	..	(a) Ll. 100 Al. A.L. (in red) l. (b) 11.97.	Ship, Steel	1,721	—	W. Procter ..	A. M. Anderson, Liverpool.	Hamburg	Cardiff ..	Ballast ..	Steam tug "Blazer," of Liverpool.	1	— 10	8 miles S.W. of Ame- land, North Sea.
23 Dec.	"Idaho" New.	..	(a) Ll. 100 Al. (b) 8.68.	S.S., Steel	3,872	60 & 6 cut- tle- men.	J. W. Forth ..	T. Wilson, Sons & Co., Lim., Hull	Hull ..	New York	General ..	S.S. "Flower- gate," of Whitby.	1	W. 2	Entrance to New York Harbour, U.S.A.
1899. 24 Jan.	"Violet" 1 year.	Not registered	..	Smack, W.	12	2	F. W. Cotgrove	F. W. Cotgrove & A. Robin- son, Leigh, Essex.	Leigh, for fishing	..	Ballast ..	Barque "Emble- ton," of Liver- pool.	2	N. 2	Off Chapman Light, Thames Estuary.
7 Feb.	"Bertha Jane Clark" 24 years.	..	..	Spritsail, W.	36	3	J. Mannering	W. H. Bensted, Maidstone.	Aylesford, Kent.	London ..	Stone, 1 passen- ger.	Swedish S.S. "Carl XV."	3 (2 crew & 1 pas- sen- ger).	S. 1	About 1 mile below Gravesend, River Thames.
30 Mar.	"Sea King" 2 years.	..	(a) Ll. 100 Al. Steam trawler. (b) 5.97.	Steam trawler, L.	76	9	J. Denton ..	Anglo Steam Fishing Co., Lim., Grimsby.	Grimsby, for fishing	..	Ballast ..	Steam trawler "Conqueror," of Grimsby.	1	W.N.W. 4	Inner Roads, Grimsby, Lincolnshire.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

## (3) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 28 Jan.	"Alexander Black" 7 years.	Londonderry..	(a) LI 100 AL. (b) 12.07.	Barque, Steel.	1,391	21	W. McLaughlin	W. Mitchell, Londonderry.	Antwerp ..	Portland, On.	Cement iron and mineral waters.	Boom, &c. carried away.	1	S.W. 5	Lat. 46° 45' N., lon. 17° 20' W., N. Atlantic.
10 Mar.	"Allegiance" 22 years.	Liverpool ..	(a) LI 100 AL. (b) 8.06.	Ship, I. ..	1,140	—	W. Evans ..	Mrs. M. E. Morgan, London, England, Angley.	London ..	Port Adelaide, S.A.	General ..	Seizing of crane- line gave way.	1	Calm	Lat. 5° 53' N., lon. 24° 9' W., N. Atlantic.
10 Apr.	"Endora" .. 10 years.	Liverpool ..	(a) LI 100 AL. (b) 8.08.	Barque, Steel.	1,938	30 & 2 stow- away	A. F. Ogilvie ..	T. Shute, Liverpool	Liverpool	Callao ..	Coal ..	Seizing of foot ropes carried away.	1	—	Lat. 5° 5' N., lon. 22° 8' W., N. Atlantic.
9 May	"Laurelbank" 5 years.	Glasgow ..	(a) LI 100 AL. (b) 11.05.	Barque, Steel.	2,237	—	H. B. Lindsay	A. Weir, Glasgow.	New York	Shanghai..	Kerosene oil.	Decks swept, &c.	1	— 10	Lat. 39° 10' S., lon. 15° E., S. Atlantic.
10 May	"Nile" .. 12 years.	Glasgow ..	(a) LI 100 AL. (b) 2.07.	Barque, I.	2,079	28	N. McCallum..	A. Brown, Glasgow.	Calcutta ..	New York	Jute ..	Sails, boats, bul- warks, &c. damaged.	1	W.N.W. 10	Lat. 39° S., lon. 38° W., S. Atlantic.
27 June	"Beagle" .. 21 years.	Freemantle, W.A.	.. ..	S.S., W. ..	156	—	W. S. Smith ..	J. Abbott, Freemantle, W.A.	Adelaide, S.A.	Freemantle, W.A.	Unknown	Loss of bulwarks	1	S.W. 9	Lat. 34° 20' S., lon. 139° 46' E., Southern Ocean.
6 July	"Pilot No. 3" 4 years.	Not registered	.. ..	Pilot boat, W.	4	2	W. Thomson ..	The Pilots of Methil, Fif- shire.	Methil to Methil Roads and back.	Methil to Methil Roads and back.	Ballast ..	Capsize; subse- quently re- covered.	1	W. —	Off Methil, Fifeshire.
8 July	"Young Oddfellows" About 18 years.	Not registered	.. ..	Lugsail, W.	about 1	6	E. W. Woods .. (coxswain).	Ranger Co. of Boatmen, Gorleston.	Gt. Yarmouth to a vessel in the Roads.	Gt. Yarmouth to a vessel in the Roads.	Ballast ..	Capsize; after- wards re- covered.	2	N. squally.	Off Gt. Yarmouth.
13 July	"Kata F. Troop" 17 years.	St. John, N.B..	(a) B. Ver. 8/3, LI 1 for 6 years from 12.03. (b) 1.07.	Barque, W.	1,097	—	W. Fowns ..	C. McL. Troop, St. John, N.B.	New York..	Port Adelaide, S.A.	General ..	Foot rope gave way.	1	—	17 miles off Cape Borda, Indian Ocean.
14 July	"Bluebell" 9 years.	Belfast ..	(a) LI 100 AL. (b) 4.08.	Barque, I.	738	16	W. Reid ..	J. Teaford & Co., Belfast.	Liverpool..	Valparaiso	General ..	Loss of sails ..	5	W.S.W. 9	Lat. 55° 20' S., lon. 80° 20' W., S. Pacific.
15 July	"Bella" .. 2 years.	Not registered	.. ..	Lugsail pleasure boat, W.	2	1	J. Dick, St. David's, Fifeshire.	J. Dick, St. David's, Fifeshire.	St. David's	S. Queens- ferry.	Ballast, 3 passengers	Capsize; sub- sequently re- covered.	3 (1 crew and 2 pas- sengers).	W. 4	Off S. Queensferry, Firth of Forth.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

## (3) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, whether Iron or Wood.	Tons. Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 1 July	"Low Wood" 20 years.	St. John, N.B.	(a) B. Ver. 3/3 L.I. for 3 years from 7.97. (b) 1.98.	Barque, W.	1,091	O. E. Uttley ..	H. D. Troop, St. John, N.B.	Newcastle, N.S.W.	Manila ..	Coal ..	Decks swept ..	1	S.E. 10	Lat 33° S. lon. 154° E., S. Pacific.
23 July	No name .. Age unknown.	Not registered	.. ..	Smack, W.	Ab't 2	H. O. Davies, Pembrokehire.	St. Dogmael's, St. Dogmael's, Pembrokeshire.	St. Dogmael's, N.S.W.	for fishing.	Ballast ..	Cap sized and sank; subsequently re-covered.	1	W. Squally.	Off Cardigan Bay, Cardiganhire.
1 Aug.	"Meteor" .. 10 years.	Not registered	.. ..	Cutter (pleasure boat), W.	1	W. Baker, Deal.	Deal.	Deal, on a pleasure trip.		Ballast, 3 passengers.	Cap sized; subsequently re-covered.	2 (1 crew and 1 passenger).	S.W. 4	Off Walmer, Kent.
7 Aug.	"Annesley" .. 22 years.	Liverpool ..	(a) L.I. 100 Al. 1. (b) 5.97.	Ship, I. ..	1,591	O. Smith ..	C. S. Smith, Gardin.	Newcastle, N.S.W.	Antofagasta, Chili.	Coal ..	Wire top gallant runner gave way.	1	—	Lat 30° 12' S. lon. 163° W., S. Pacific.
8 Aug.	"Leila" .. 16 years.	London ..	(a) L.I. 100 Al. (b) 8.97.	S.S., I. ..	925	J. S. Marshall ..	J. P. Macley and T. W. McIntyre, Glasgow.	Glasgow ..	Bordeaux ..	Coal, creosote, and benzine, 2 passengers.	Loss of deck cargo.	1 (crew)	N.W. 9	Lat 47° 34' N. lon. 4° 15' W., Bay of Biscay.
11 Aug.	"Aroon" .. 2 years.	Not registered	.. ..	Yawl (yacht), W.	3	T. Kirk ..	P. O'Connor, Glynn, Dalkey, Co. Dublin.	Bray ..	Kingstown	Ballast ..	Sank; subsequently re-covered.	2	S. 6	Killiney Bay, Co. Dublin.
12 Aug.	"War Cry" .. 15 years.	Not registered	.. ..	Lugger, W.	15	D. M. Baillie ..	D. M. Baillie & others, Nairn.	Fraserburgh, for fishing.		Ballast ..	Tackles carried away.	1	S. 4	30 miles N.E. by E. of Kinnaird's Head, North Sea.
16 Aug.	"Waterwitch" .. 18 years.	Skibbereen ..	.. ..	Steam trawler, W.	2	P. McCarthy ..	J. Lyons, Bantry, Co. Cork.	Moored at Bantry.		Ballast ..	Explosion of boiler tubes.	1	—	Bantry, Co. Cork.
27 Aug.	"Maydower" .. About 9 years.	Not registered	.. ..	Cutter (yacht), W.	Ab't 1	T. Noble ..	R. Brookes, Belfast.	Belfast ..	Carriekfergus.	Ballast ..	Supposed cap sized; subsequently re-covered.	2	Squally	Belfast Lough.
27 Aug.	"Roostide" .. 21 years.	Denmark ..	(a) B. Ver. 3/3 G. L.I. for 3 years from 8.97. (b) 8.98.	Schooner, W.	80	N. Larsen ..	—, Schren, Bornvig, Denmark.	Falkenburg	Chasles-town, Cornwall.	Pit props.	Cap sized; subsequently re-covered.	1	Squally, 10	About 1 mile S. of Kingshorn, Fifeshire.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

28 Aug.	"Cowrie" 2 years	London..	(a) LL. ★ 100 AL. carrying petro- leum in bulk. (b) 7.98.	S. S., Steel	4,155	—	S. J. G. Parsons	M. Samuel, London.	Hong Kong	Nagasaki	Petroleum	Decks swept ..	1	Typhoon	Lat. 35° 55' N., lon. 120° 58' E., N. Pacific.
31 Aug.	"Little Pink" 14 years.	Grimaby	..	Dandy, W.	79	5	L. Powderill ..	R. W. Roberts, Grimaby.	Grimaby, for fishing.	Ballast ..	Stopper broke	1	N.W. 7	About 210 miles E. by N. of Spurn Point, North Sea.	
5 Sept.	"Iddesleigh" 12 years.	Charlottetown, P.E.I.	..	Brigantine, W.	300	8	R. R. Bennett	S. B. Harvey, Plymouth.	Gold River, N.S.	Bristol ..	Wood ..	Loss of sails, &c.	1	N. 13	Lat. 45° 4' N., lon. 51° 9' W., N. Atlantic.
6 Sept.	"Warrior" 14 years.	Pictou, N.S.	(a) B. Ver. 3.3 L. I.I. for 4 years from 10.94. (b) 12.98.	Ship, W. ..	1,687	—	A. G. Kitobin	A. C. Mac- donald, Pic- ton, N.S.	Liverpool..	Parrsboro', N.S.	Ballast ..	Main topgallant mast carried away.	1	— 13	Lat. 49° N., lon. 52° 50' W., N. Atlantic.
10 Sept.	(No Name).. New.	Not registered	..	Yawl, W. ..	Ab't 1	3	J. Isbister, Cot. Weisdale Voe, Shetland.		South Cot. for fishing.	Ballast ..	Capsized; sub- sequently re- covered.	3	S.W. 7	Off Cot. Weisdale Voe, Shetland.	
10 Sept.	"Soukar" 34 years.	Southampton	(a) LL. ★ 100 AL. (b) 5.98.	Ship, I. ..	1,304	28	G. H. B. Wood	Shaw, Savill & Albion Co., Lim., London.	Glasgow ..	Dunedin, N.Z.	General ..	Decks swept ..	6	W. 10	Lat. 45° S., lon. 60° E., Indian Ocean.
11 Sept.	"Belle of Arvon" 22 years.	Liverpool	(a) LL. ★ 100 AL. AL. (in red), 1. (b) 8.98.	Barque ..	923	18	H. Pugh	R. Thomas & Co., Cricketh, Carnarvon- shire.	London ..	East London.	General ..	Decks swept ..	4	S.W. 9	30 miles S.W. of East London, Indian Ocean.
11 Sept.	"Cardiff" 2 years.	Grimaby	(a) LL. ★ 100 AL. Steam trawler. (b) 11.98.	Steam trawler, Steel	63	9	J. G. Stokes ..	Hagerup, Doughty, & Co., Lim., Grimaby.	Grimaby, for fishing.	Ballast ..	Shackle parted..	1	—	245 miles E.N.E. of Spurn Point, North Sea.	
11 Sept.	"Elide" Age unknown.	Not registered	..	Spritsail, W.	Ab't 1	2	W. Morgan ..	T. Morgan, Bristol.	Bristol, for a pleasure cruise in Walton Bay.	Ballast, 4 passengers.	Capsized; sub- sequently re- covered.	3 (pas- sengers).	S.W. 5	Off Black Nore Point, Portsmouth, Somerset- shire.	
18 Sept.	"Fluminense" 7 years.	Liverpool	(a) LL. ★ 100 AL. (b) 5.98.	S.S., Steel..	1,375	37	W. Harvey ..	R. Singlehurst, Liverpool.	New York	Para ..	Decks swept &c.	1 (crew)	S. 11	Lat. 35° 55' N., lon. 60° 53' W., N. Atlantic.	
19 Sept.	"Arracan" 6 years.	Liverpool	(a) LL. ★ 100 AL. (b) 4.98.	Barque, Steel	2,222	30	J. Donald ..	British & Eastern Shipping Co., Lim., Liverpool.	Newport, Mon.	New York	Ballast ..	Loss of sails, &c.	1	S.E. to N.W. 12	About lat. 44° N., lon. 53° W., N. Atlantic.
22 Sept.	"Ariel" 6 years.	Liverpool	(a) LL. ★ 100 AL. (b) 9.98.	Barque, Steel	820	15	R. J. Johns ..	G. Sharpe, Val- paraiso, Chili.	Newcastle, N.S.W.	Valparaiso	Coal ..	Loss of sails, &c.	1	N.W., equally.	Lat. 35° 58' S., lon. 155° 17' E., S. Pacific.
27 Sept.	"Walter Miller" 8 years.	St. John, N.B.	..	Schooner, W.	125	5	W. B. Barton ..	N. C. Scott, St. John, N.B.	New York	St. John, N.B.	Steel wire, 1 passenger.	Disasted, &c. ..	1	N.N.W. 8	30 miles S. of Monhe- gan, U.S.A., N. Atlantic.
28 Sept.	"Earl Dunraven" 13 years.	Glasgow	(a) LL. ★ 100 AL. (b) 5.98.	Barque, I..	1,310	—	O. Williams ..	J. Stuart, Glasgow.	Glasgow ..	Sydney, N.S.W.	General ..	Chain tie gave way.	1	—	Lat. 40° 48' S., lon. 150° E., S. Pacific.
1 Oct.	"Polly Woodside" 15 years.	Belfast ..	(a) LL. ★ 100 AL. AL. (in red), 1. (b) 5.98.	Barque, I..	613	16	J. B. McKeown	W. J. Woodside, Belfast.	Taita, Chili	Queenstown	Citrate ..	Ventilator carried away, wheel smashed, &c.	1	S.S.W. 9	Lat. 50° S., lon. 58° 30' W., S. Atlantic.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Verité, or Date of 15 Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
188. 11 Oct.	Wynford" 1 year.	London..	(a) Ll. ★ 100 AL (b) 11.88.	Barque, Steel.	1869	A. S. Cutler ..	J. B. D. Hickie, London.	Calcutta ..	Hamburg..	Jute ..	Tie carried away, & yard knocked man overboard.	1	Squally	English Channel.
14 Oct.	"Esther" 35 years.	Maldon ..	.. ..	Topsail barge, W.	44	E. Gillard ..	J. Stone, Erith, Kent.	Maldstone	London ..	Stone ..	Sank; subse- quently raised and repaired.	1	E. 7	Sea Reach, River Thames.
16 Oct.	"Oswald Sarah & Jana," 2 years.	Not registered	.. ..	Lifeboat, W.	Abt 10.	J. W. Tinning (coxswain).	Royal National Life Boat In- stitution, Lon- don.	Cambols Sands, Northum- berland, to a wrecked vessel.	.. ..	Ballast ..	Capized; sub- sequently re- covered.	1	E. 9	Cambols Sands, near Blyth, Northumber- land.
17 Oct.	"Elizabeth" 28 years.	Hull ..	(a) Ll. ★ AL (in red) 1. (b) 8.98.	S.S., I. ..	640	R. C. Turnbull	Bailey and Leatham, Lim., Hull.	Hull ..	Copenhagen	General, 1 passenger.	Decks swept, &c	1 (crew)	E to S.E. 11	Off the Dogger Bank, North Sea.
18 Oct.	"Gerhard" 2 years.	Germany ..	(a) B. Ver. 33 G. I.L. for 15 years from 6.90. (b) 1.88.	Schooner, W.	71	A. Schanaker..	G. Schanaker, West Rhu- derfeln, Hanover.	Burntisland	.. ..	Coal ..	Decks swept ..	1	E. 10	Near May Island, Firth of Forth.
18 Oct.	"Rose of Dursley" 8 years.	Not registered	.. ..	Fishing boat, W.	3	J. Harrington, Co. Cork.	Dursley Island, Co. Cork.	Dursley Island, for fishing	.. ..	Ballast ..	Swamped; sub- sequently re- covered and repaired.	1	N.N.W. 9	N. entrance to Dursley Sound, Co. Cork.
27 Oct.	H.M.S. "Arctel"	.. ..	.. ..	Torpedo boat destroyer.	310	.. ..	.. ..	.. ..	.. ..	Ballast ..	Boiler tubes leaky.	1	—	Sea Reach, River Thames.
2 Nov.	"Agnes" 2 years.	N. Shields ..	(a) Ll. ★ 100 A — (for fishing pur- poses). (b) 12.97.	Steam trawler, Steel.	41	W. Melton ..	Pioneer Fishing Society, Lim., N. Shields.	Aberdeen, for fishing	.. ..	Ballast ..	Boat smashed; deck strained, &c.	1	S.W. 7	66 miles E.N.E. of the Tyne, North Sea.
3 Nov.	"Young Tom" 14 years.	Hull ..	.. ..	Ketch, W.	88	W. Woolnough	J. W. Hellyer, Hull.	Hull, for fishing	.. ..	Ballast ..	Jib balyards span broke.	1	W.N.W. 5	100 miles N.E. by E. of Spurn Point, North Sea.
10 Nov.	"Peelie-shire" 19 years.	Glasgow ..	(a) Ll. ★ 100 AL (b) 12.86.	Barque, I..	806	R. F. Grant ..	W. Law, Glasgow.	Calcutta ..	Tocopilla, Chili.	Gunnies ..	Foot rope carried away.	1	N. 10	Lat. 48° 8' S., lon. 140° 56' E., S. Pacific.
12 Nov.	"Crown Prince" 27 years.	Norway ..	(a) B. Ver. 5/6 I.L. for 6 years from 12.84. (b) 12.97.	Barque, W.	661	T. Salveson ..	Antieschabet Fryden (P. H. Roer), Christiania.	Cardiz ..	Rio Janeiro	Coal ..	Decks swept ..	1	N.W. 10	Lat. 50° 30' N., lon. 8° 30' W., St. Georges Channel.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

12 Nov.	"Bydal Holme" .. 9 years.	Maryport ..	(a) L.L. 100 A.L. Part awning deck with free- board. (b) 5.98.	S.S., Steel..	1,236	21	W. Brown ..	W. Hine, Maryport.	Montreal ..	Hull ..	Flax seed and deals.	Decks swept ..	1	S.W. by W. 9	Lat. 50° 28' N., lon. 38° W., N. Atlantic.
23 Nov.	"Eliza" .. Nov.	Not registered	.. ..	Spritsail, W.	2	5	J. Doberty, Shrove, Co. Donegal	Shrove, Co. Donegal, for fishing.	Shrove, Co. Donegal, for fishing.	..	Ballast ..	Capized; sub- sequently re- covered.	3	E.S.E. 7	Off Dunagree Point Light House, Lough Foyla.
24 Nov.	"Pangwern" .. 15 years.	Liverpool ..	(a) L.L. 100 A.L. (b) 9.98.	Ship, L ..	1,462	—	D. Davies ..	W. Thomas, Liverpool.	Liverpool	Adelaide ..	General ..	Wheel smashed	1	W. 10	Lat. 41° 47' S., lon. 68° 48' E., Indian Ocean.
25 Nov.	"Avenger" .. 9 years.	Llanelli ..	(a) L.L. 100 A.L. A.L. (in red) L. (b) 6.98.	Ship, L ..	1,360	—	E. Owens ..	T. Roberts, Llanelli.	Valparaiso	Oaleta Buena, Chili.	Ballast ..	Explosion of don- key boiler.	1	—	7 miles N. of Valpe- raiso, S. Pacific.
27 Nov.	"Alcatraz" .. 23 years.	Glasgow ..	.. ..	S.S., L ..	1,772	—	W. Ward ..	J. & A. P. Han- derson, Par- tick, Lanark- shire.	New York	Naples ..	General ..	Decks swept ..	1	— 9	Lat. 42° 7' N., long. 60° 48' W., N. Atlantic.
27 Nov.	"Florence R. Hewson" .. 6 years.	Paraboro', N.S.	(a) B. Var. 5.3 for 12 years from 5.93. (b) 11.98.	Schooner, W.	269	7	W. Patterson ..	C. W. Hewson, Amherst, N.S.	New York	Halifax, N.S.	Corn ..	Deck swept, &c.	2	N.E. 12	Off Cape Sable, N.S., N. Atlantic.
27 Nov.	"Stratheak" .. 8 years.	Glasgow ..	(a) L.L. 100 A.L. Part awning deck with free- board. (b) 2.98.	S.S., Steel..	1,454	25	H. B. Frost ..	G. & W. Burrell, Glasgow.	Phila- delphia	King's Lynn, Norfolk.	Grain ..	Decks swept, &c.	1	N.W. 12	100 miles S.E. of Sandy Hook, N. Atlantic.
30 Nov.	"Huscar" .. 2 years.	Liverpool ..	(a) L.L. 100 A.L. (b) 9.98.	S.S., Steel..	532	—	A. S. Pope ..	Booth, Iquitos S.S. Co., Lim- Liverpool.	Liverpool	Iquitos, Peru.	General ..	Hook of derrick tackle straight- ened out caus- ing derrick to fall.	1	—	Iquitos, Peru.
1 Dec.	"Annie G." .. 12 years.	Yarmouth, N.S.	.. ..	Schooner, W.	100	5	— Robinson ..	A. W. Blayvelt, Tusket, N.S.	Bridge- town, N.S.	New York	Timber ..	Waterlogged and dismasted; abandoned; subsequently towed to port.	2	N.N.E. 9	Abandoned in lat. 43° 15' N., lon. 27° 25' W., N. Atlantic.
6 Dec.	"Knight Companion" .. 10 years.	Liverpool ..	(a) L.L. 100 A.L. (b) 5.98.	S.S., Steel..	2,563	53	G. W. Finns ..	R. L. Green- shield, Liverpool.	Sourabaya	New York	Sugar ..	Decks swept ..	1 (a Lascar).	N.N.E. 12	Lat. 34° 40' N., lon. 80° 30' W., N. Atlantic.
8 Dec.	"Ceylon" .. 7 years.	Grimsby ..	(a) L.L. 100 A.L. Steam trawler. (b) 4.98.	Steam trawler, L	70	9	R. Wood ..	T. C. Moss, Grimsby.	Grimsby, for fishing	..	Ballast ..	Decks swept ..	1	N. 6	About 70 miles E.N.E. of Spurn Point, North Sea.
8 Dec.	"Frederica" .. 14 years.	St. John, N.B.	(a) R. Ver. 3.3 A.L. for 4 years from 9.94. (b) 9.98.	Barquen- tine, W.	396	—	G. N. Cosman ..	F. E. Sayre, St. John, N.B.	Working- ton.	Para- Brazil.	Iron rails..	Fore royal back stay, topmast head, fore-top- gallant mast &c. carried away.	1	—	Lat. 25° 30' N., lon. 25° 24' W., N. Atlantic.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

## (3) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book of Steam Vessels. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons. Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1886. 9 Dec.	"Vestal" .. New vessel.	London ..	(a) Ll. 100 Al. (b) 9.36.	S.S., Steel..	133	W. P. Eastham.	Corporation of Trinity House, London.	Blackwall	Barrow Deep.	Ballast ..	Hook of boat tackle carried away.	1	—	Lower Hope, River Thames.
10 Dec.	"Ebor" .. 1 year.	Hull ..	(a) Ll. 100 Al. Steam trawler. (b) 6.97.	Steam trawler, Steel.	52	T. H. Rogers ..	Great Northern S.S. Fishing Co., Hull.	Hull, for fishing.	..	Ballast ..	Grating fastenings broken.	1	W.N.W. 4	100 miles N.E. of Spurn Point, North Sea.
14 Dec.	"Terra" .. 10 years.	W. Hartlepool	(a) Ll. 100 Al. (b) 9.36.	S.S., Steel..	1,808	— Merrifield ..	F. Herkand, W. Hartlepool.	Java ..	Boston ..	Sugar, 2 passengers.	Explosion of lamp.	1 (crew)	Variable.	Lat. 9° 5' S., lon. 96° E. Indian Ocean.
15 Dec.	"Gitano" .. 18 years.	Hull ..	.. ..	S.S., Steel..	820	H. J. Belding ..	T. Wilson, Sons, & Co., Hull.	Dantzig ..	Grimsby ..	General ..	Bridge, &c. damaged by heavy sea.	1	N.W. 9	Lat. 56° 57' N., lon. 9° 19' E., North Sea.
19 Dec.	"Raven" .. 1 year.	Grimsby ..	(a) Ll. 100 Al. Steam trawler. (b) 8.97.	Steam trawler, Steel.	40	H. Rogers ..	Cleethorpe's Steam Trawling Co., Grimsby.	Grimsby, for fishing.	..	Ballast ..	Winch broke ..	1	N.N.W. 6	About 100 miles E. by S. of Spurn Point, North Sea.
19 Dec.	"Twilight" .. 14 years.	Liverpool ..	(a) Ll. 100 Al. (b) 11.36.	S.S., I. ..	287	J. Kerr ..	J. T. Salvosen, Leith.	Grange-mouth.	Drontheim, Norway.	Coal ..	Decks swept ..	2	10	Off Stalsland, Norway, North Sea.
23 Dec.	"Bispham" .. 31 years.	Carnarvon ..	(a) Ll. 100 Al. (in red). (b) 5.97.	Schooner, W.	113	T. Evans ..	J. Williams, Botolph Claydon, Cambridgeshire.	London ..	Limerick ..	Cement, &c.	Decks swept, &c.	1	S.W. 10	Lat. 51° 6' N., lon. 10° 35' W., N. Atlantic.
23 Dec.	"Helvetia" .. 4 years.	Port Louis ..	.. ..	Schooner, W.	73	A. Rault ..	D. F. Vacha, Tamatave, Madagascar.	Tamatave	Reunion ..	Empty coaks and iron hoops.	Fall gave way ..	1	—	Indian Ocean.
23 Dec.	"Nigretia" .. 11 years.	Leith ..	(a) Ll. 100 Al. (b) 7.98.	S.S., Steel..	1,590	H. Browne ..	R. Cairns, Leith.	Hamburg	Charleston, U.S.A.	Salt ..	Wheel chain rods carried away, &c.	1	W. 10	Lat. 38° 30' N., lon. 28° 50' W., N. Atlantic.
27 Dec.	"Ostris" .. 22 years.	Glasgow ..	.. ..	S.S., I. ..	1,165	D. C. Stevens..	Mosgiel S.S. Co., Glasgow.	Glasgow ..	Genoa ..	General, 2 passengers.	Decks swept ..	1 (crew)	S.W. 10	60 miles S. of Scilly Isles, N. Atlantic.
30 Dec.	"Sucessor" .. 5 years.	Lowestoft ..	.. ..	Dandy, W.	54	W. Scrivener ..	G. S. Lang, Lowestoft.	Lowestoft, for fishing	..	Ballast ..	Boat stove ..	2	N.N.E. 7	50 miles E.S.E. of Lowestoft, North Sea.
1890. 2 Jan.	"Craigendoran" .. 16 years.	Glasgow ..	(a) Ll. 100 Al. (b) 1.36.	S.S., I. ..	943	J. O. Molniah..	J. P. Macleay & T. W. McIntyre, Glasgow.	Newport ..	Lisbon ..	Coal ..	Believing tackle carried away.	1	10	Lat. 50° 9' N., lon. 26° 30' W., off Scilly Isles.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

2 Jan.	"Fenella" .. 18 years.	..	Douglas, Isle of Man.	..	..	..	S.S., I ..	216	28	W. Hill..	..	Isle of Man Steam Packet Co., Ltd., Douglas, Isle of Man.	Liverpool..	Douglas ..	General, about 120 passengers.	Deck shelter carried away by heavy sea.	3 (pas- sengers).	N.W. 10	About 18 miles N. of Bar Lighthouse, Liver- pool Bay.
2 Jan.	"Heathfield" .. 13 years.	..	London..	..	(a) LL $\frac{1}{2}$ 100 AL (b) 7.87	S.S., Steel..	1,371	25	J. A. Chapman.	..	F. Woods, and A. H. Taylor, London.	New York	Cork	Wheat ..	Damaged by fire	1	W. 4	Lat. 39° 24' N., lon. 66° 58' W., N. Atlantic.	
5 Jan.	"Curlew" .. 4 years.	..	Hull ..	..	(a) LL $\frac{1}{2}$ 100 AL Steam trawler (b) 2.97.	Steam trawler, I	56	9	F. Chard ..	..	Pickering & Hal- dane's Steam Trawling Co., Hull.	Dublin for fishing.	Ballast ..	Trawl net fouled wreckage, and hawsers was carried away.	1	N.W. 2	5 miles N.E. of Rocka- bill, off Co. Dublin.		
7 Jan.	"Baltimore" .. 15 years.	..	Liverpool ..	..	(a) LL $\frac{1}{2}$ 100 AL AL* (in red) L (b) 12.88.	S.S., I ..	2,459	37	D. Richardson	..	W. Johnston, Liverpool	Boston, U.S.A.	London ..	General ..	Decks swept ..	1	N.W. 13	Lat. 48° N., lon. 31° W., N. Atlantic.	
7 Jan.	"Peru" .. 23 years.	..	Dundee..	..	(a) LL $\frac{1}{2}$ 100 AL (b) 5.83.	Barque, I..	683	—	J. Luke..	..	J. A. Young, London.	New York	Auckland, N.Z.	Kerosine & general.	Cargo shifted & sails split ..	1	— 9	Lat. 48° S., lon. 168° 55' W., S. Pacific.	
7 Jan.	"Rosemore" .. 10 years.	..	Liverpool ..	..	(a) LL $\frac{1}{2}$ 100 AL (b) 1.33.	S.S., Steel..	2,397	43 & 11	P. Nielsen ..	..	E. Johnston, Liverpool	Baltimore, U.S.A.	Liverpool..	General and live stock.	Damaged by heavy sea.	1 (crew)	N.W. 10	Lat. 50° N., lon. 40° W., N. Atlantic.	
9 Jan.	"Janow" .. 1 year.	..	Russia ..	..	(a) B. Var. 33 G.I.L. for 12 years from 6.89 (b) 6.83.	Schooner, W.	199	7	J. Ehrmann ..	..	G. Mikelson, Pernau, Russia	Liverpool..	Santa Cruz de la Palma, Canary Is- lands.	General ..	Decks swept ..	1	S.S.W. 10	About 10 miles off Ark- low Light Ship, Irish Sea.	
12 Jan.	"Acora" .. 35 years.	..	Aberystwith ..	..	.. ..	Schooner, W.	97	4	T. McOne ..	..	M. Maloney, Dungarvan, Co. Waterford.	Dungarvan	Cardiff ..	Oats, 2 pas- sengers.	Decks swept ..	2 (crew).	W. 9	5 miles S. of St. Ann's Light, Pembrokehire.	
12 Jan.	"Gleam" .. 5 years.	..	Ramsgate ..	..	.. ..	Dandy, W.	23	3	G. E. Rose ..	..	S. Deveson, Ramsgate.	Ramsgate, for fishing.	Ballast ..	Mizenmast un- stepped, main- sail burst, and boat carried away.	1	W.N.W. 9	20 miles E. of the Gallopier Lighthouse, North Sea.		
12 Jan.	"Harbinger" .. 13 years.	..	Sunderland ..	..	(a) LL $\frac{1}{2}$ 100 AL (b) 5.97.	S.S., I ..	1,135	23	F. J. Huntley..	..	J. L. Browne, Sunderland.	S. Shields..	Genoa ..	Coal and coke.	Decks swept ..	1	W. 9	About 12 miles W. of the Casquets, English Channel.	
12 Jan.	"Monmouthshire" .. 15 years.	..	Newport, Mon.	..	(a) LL $\frac{1}{2}$ 100 AL (b) 1.33.	S.S., I ..	724	17	D. Jones ..	..	R. Gething, Newport, Mon.	Newport, Mon.	Huelva ..	Coal ..	Decks swept, &c.	2	W. 10	About 20 miles W. of Trevoze Head, Corn- wall.	
12 Jan.	"Prior" .. 25 years.	..	London..	..	(a) LL $\frac{1}{2}$ AL* (in red) L (b) 3.48.	S.S., I ..	1,044	21	— Thompson..	..	J. Hodge, S. Shields	Newport, Mon.	Genoa ..	Patent fuel	Steering gear, &c., carried away by heavy sea.	1	W.S.W. 9	About 10 miles N.N.W. of the Longships, off Cornwall.	

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(c) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1890. 13 Jan.	"New Boy" 4 years.	Lowestoft	..	..	Dandy, W.	50	4	G. J. Sanford ..	J. Shadden, Lowestoft.	Lowestoft, for fishing.	Ballast ..	Boat stove, companion, bulwarks, &c., carried away.	1	W. 10	45 miles S.E. of Lowestoft, North Sea.
14 Jan.	"Saladin" 9 years.	Fremantle, W.A.	..	..	S.S., I.	1,140	—	H. A. Johnson	Ocean S.S. Co., Liverpool	Singapore	General ..	Quarterboat by musketry, heavy sea.	1 (a)	—	Lat. 14° 8' S., lon. 120° 33' E., Indian Ocean.
15 Jan.	"L. V. Dexter" 6 years.	Liverpool, N.S.	..	..	Schooner, W.	149	—	E. M. Dexter, Brooklyn, Queen's Co., N.S.	..	..	Unknown	Decks swept ..	1	— 10	Lat. 38° 15' N., lon. 59° 40' W., N. Atlantic.
15 Jan.	(No name) .. New.	Not registered	..	..	Switzell, W. (trading).	1	5	J. Sharkey ..	J. Gutting, Adenfishand, Co. Donegal.	Burton Port Pier.	Ballast ..	Capsized; subsequently re-covered.	1	S.W. 7	Off Burton Port, Co. Donegal.
17 Jan.	"Poppy" 20 years.	Ramsgate	..	..	Dandy, W.	31	4	J. Holmes ..	W. R. Parker, Ramsgate.	Ramsgate, for fishing.	Ballast ..	Main boom carried away; main-sail burst, &c.	1	W. 4	10 miles S.E. by E. of Gabard Lightship, North Sea.
23 Jan.	"Erin's Isle" 22 years.	Liverpool	..	(a) B. Ver. 33, L.L.I. for 7 years from 12.50. 4.33.	Ship, W.	1,646	20	B. Y. Dixon ..	J. S. de Woolf, Liverpool.	Albany, W.A.	Timber ..	Cabins flooded, and doors of forward house broken.	1	W.S.W. 10.	Lat. 48° 17' N., lon. 28° 28' W., N. Atlantic.
25 Jan.	"Swallow" 30 years.	Not registered	..	..	Lugsail (pleasure boat), W.	2	3	T. Kilt, Aberavon, Glamorgan-shire.	..	Port Talbot Ferry.	..	Capsized; subsequently re-covered.	1	N.E. 5	Entrance of Channel leading to Port Talbot Dock, Swansea Bay.
26 Jan.	"Rose" 23 years.	Brixham	..	..	Ketch, W.	36	4	J. Stapleton, Brixham, Devon-shire.	..	Brixham for fishing.	Ballast ..	Struck by a heavy sea.	1	E.N.E. 5	About 15 miles E. by S. of the Eddystone, Devonshire.
27 Jan.	"Wimborne" 1 year.	Cardiff	..	(a) L.L. 100 AL. (b) 12.38.	S.S., Steel..	2,220	26	E. H. Dolton ..	D. Radcliffe, Cardiff.	New Orleans.	General ..	Hatches, &c., carried away.	1	N.E. 10	Lat. 28° 13' N., lon. 88° 6' W., Gulf of Mexico.
28 Jan.	"Yanariva" 6 years.	Glasgow	..	..	S.S., Steel..	2,154	30	A. W. Weston..	C. Clapperton, Glasgow.	Baltimore U.S.A.	General ..	Bridge carried away; steering-gear broken, &c.	1	N.E. 11	Lat. 57° 22' N., lon. 71° 52' W., N. Atlantic.
30 Jan.	"Alton" 3 years.	Whitby	..	(a) L.L. 100 AL. (b) 10.37.	S.S., Steel..	2,166	25	W. Nicholson..	T. Turnbull & Sons, Whitby.	London ..	General ..	Damaged by heavy sea.	1	N.W. 12	Lat. 48° N., long. 38° W., N. Atlantic.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

30 Jan.	"Maithaw" 8 years.	Liverpool	(a) LL. 100 AL. (b) 1038.	S.S., Steel..	2,060	45	J. Findlay	Atlantic Trans- port Co., Lon- don.	Phila- delphia	London ..	General and cattle.	Thrown on beam ends; cargo shifted, &c.	1	W.S.W. to W.N.W. 12	Lat 48° N., lon. 48° W., N. Atlantic.
30 Jan.	"Martello" 15 years.	Hull ..	..	S.S., I ..	2,424	40	W. Rippeth ..	T. Wilson, Sons & Co., Lim., Hull.	New York	Hull..	General, 6 passengers.	Starboard Light- house, boats, rails, &c., car- ried away.	4	W. by N. 12	Lat 48° 10' N., lon. 37° 38' W., N. Atlantic.
2 Feb.	"Boda" 1 year.	London..	(a) LL. 100 AL. (b) 738.	S.S., Steel..	1,588	28	H. Dawson ..	C. T. Bowring & Co., London.	Phila- delphia	Rotterdam	Wheat and rye.	Rudder quadrant broke; bridge, chart room, boats, &c., car- ried away.	2	W.S.W. 12	S. of Newfoundland Banks, N. Atlantic.
3 Feb.	"British Trader" 8 years.	Liverpool	(a) LL. 100 AL. (b) 738.	S.S., Steel..	2,171	31	J. O'Hagan ..	British Ship- owners' Co., Lim., Liver- pool.	New York	Antwerp ..	General ..	Deck houses and fittings, &c., damaged.	1	N.W. 12	Lat 48° N., lon. 40° W., N. Atlantic.
3 Feb.	"Strathallan" 28 years.	Glasgow	(a) LL. 100 AL. Part awning deck with free- board. (b) 138.	S.S., Steel..	1,439	29	R. Forsyth ..	G. & W. Bur- rell, Glasgow.	Havre ..	New York	General ..	Boats smashed, decks damaged, &c.	1	N.W. 12	Lat 47° 28' N., lon. 39° 50' W., N. Atlantic.
4 Feb.	"Ureula" 15 years.	Scarborough ..	(a) LL. 100 AL. (b) 738.	S.S., I ..	1,166	23	J. Robson ..	T. E. Hick, Scarborough.	Middle- brough.	Bourges ..	Rails ..	Boat cover washed away.	1	S.E. Squally.	Lat 48° 48' N., lon. 4° 41' W., Bay of Biscay.
5 Feb.	"Cumberland" 15 years.	Workington ..	(a) LL. 100 AL. (b) 438.	Ship, I & Steel	1,740	—	W. Irving ..	T. Williamson, Cockermouth, Cumberland.	Iquique ..	Hamburg	Nitrate ..	Buntline block gave way.	1	N.W. 7	Lat 35° 20' S., lon. 65° 28' W., S. Atlantic.
5 Feb.	"Fides" 2 years.	Hull ..	..	Steam trawler, Steel.	61	9	J. H. Andrews	Anglo Nor- wegian Steam Fishing Co., Lim., Hull.	Hull, for fishing.		Ballast ..	Outer shackle of port bridle car- ried away.	1	N.N.E. 5	200 miles N.E. by N. of Spurn Point, North Sea.
5 Feb.	"Vigilant" 15 years.	Liverpool	(a) LL. 100 AL. (b) 1038.	S.S., I ..	251	13	W. M. Dawson	J. Bacon, Lim., Liverpool.	Liverpool	Milford ..	General ..	Cargo shifted, &c.	1	S.S.E. 10	19 miles off the S. Bishop, St. George's Channel.
7 Feb.	"River Nith" 30 years.	Liverpool	(a) LL. 100 AL. (b) 338.	Barque, W.	1,165	19	J. Jones..	J. T. Fraser, Liverpool.	Iquique ..	Plymouth	Nitrate of soda.	Boats smashed, sails carried away, &c.	1	N.W. 12	90 miles W. of the Azores, N. Atlantic.
8 Feb.	"Amy" 11 years.	London..	(a) LL. 100 AL. Spar deck (b) 138.	S.S., Steel..	1,523	24	G. Grant ..	Gordon S.S. Co., Lim., London.	Newcastle- on-Tyne.	Savona, Italy.	Coal ..	Boiler tube burst	1	—	About 80 miles S. of Ushant, Bay of Biscay.
10 Feb.	"Roughness" 39 years.	Glasgow	(a) LL. 100 AL. (b) 1138.	S.S., I ..	1,331	—	J. C. Beach ..	W. H. Raeburn, Glasgow.	Cardiff ..	Dakar, W. Africa.	Coal ..	Decks swept ..	1	—	Lat 45° 10' N., lon. 10° 14' W., N. Atlantic.
10 Feb.	"Carrie" 21 years.	Truro ..	..	Schooner, W.	94	4	T. J. T. Sal- mon.	G. Hughes, Fal- mouth.	Newport, Mon.	Charles- town, Cornwall.	Coal ..	Deck swept &c.	2	S. 10	Off St. Anne's Head, Pembrokeshire.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool or (b) Bureau of Marine Survey.	Description of Vessel, whether Iron or Wood.	Tons, Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 10 Feb.	"Culdoon" .. 14 years.	St. John, N.E.	(a) B. Ver. 3/3. A.I.L. for 12 years from 6.38. (b) 4.38.	Barquentine, W.	573	C. Richter	J. Kennedy, St. John, N.E.	Hollam's Island, Cape Colony.	Falmouth, for orders.	Guano ..	Cabin skylight, binnacle, &c. carried away.	1	S.W. 10.	Lat. 49° 30' N., lon. 7° 40' W., N. Atlantic.
12 Feb.	"Annadale" .. 21 years.	London ..	(a) I.L. 100 A.I. (b) 3.38.	S.S., I.	968	O. Jones	W. Young, London.	Cardiff ..	Savona, Italy.	Coal ..	Decks swept ..	1	W.S.W. 12	Lat. 47° 47' N., lon. 7° 19' W., N. Atlantic.
12 Feb.	"Caffaro C." .. 16 years.	Italy ..	.. ..	S.S., I.	1,927	— Marcenaro ..	Societa Commerciale Italiana di Navigazione, Genoa, Italy.	Cardiff ..	Otrivita Vecchia.	Coal ..	Decks swept, &c.	1	W.N.W. 9	26 miles N.W. of the Longships, Cornwall.
12 Feb.	"Daisy" .. 6 years.	Charlottetown, P.E.I.	(a) I.L. 10 A.I. (b) 1.38.	Barquentine, W.	384	E. Davies	J. Yeo, Port Hill, P.E.I.	Cardiff ..	Pernambuco.	Coal ..	Sails, &c. carried away.	1	—	40 miles S.W. of the Wolf Rock, N. Atlantic.
12 Feb.	"Gogoburn" .. 17 years.	Glasgow ..	(a) I.L. 100 A.I. (b) 8.37.	Barque, I.	1,068	W. Climo	M. Garwell, Glasgow.	Toocapilla ..	English channel, for orders.	Nitrate, 3 passengers.	Decks swept ..	2 (crew).	W.N.W.	Lat. 39° 40' N., lon. 36° 59' W., N. Atlantic.
12 Feb.	"Irwin" .. 16 years.	Newport ..	(a) I.L. 100 A.I. (b) 8.38.	S.S., I.	598	W. Humphreys	T. Pugalet, Newport, Mon.	Huelva ..	Hennebont, France.	Copper ore	Deck swept ..	1	S.W. 10	Lat. 47° 45' N., lon. 4° 20' W., Bay of Biscay.
12 Feb.	"Kinsale" .. 3 years.	London ..	(a) I.L. 100 A.I. (b) 2.38.	S.S., Steel.	1,638	H. Murrell	E. Farrar and others, London.	Newport News, U.S.A.	Glasgow ..	General ..	Wheel chains carried away.	1	W. 9	Lat. 44° 58' N., lon. 37° 30' W., N. Atlantic.
12 Feb.	"Lindisfarne" .. 7 years.	Sunderland ..	(a) I.L. 100 A.I. Part sawing deck with free-board. (b) 12.38.	S.S., Steel.	1,944	W. Bartlett	Speeding and Marshall Steam Shipping Co., Ltd., Sunderland.	New Orleans.	Rotterdam	Grain and general.	Wheel chains broke, &c.	1	N.W. 12	About lat. 46° N., lon. 28° 30' W., N. Atlantic.
22 Feb.	"Sapphire" .. 4 years.	N. Shields ..	.. ..	Steam trawler, W.	1	W. Tweedy	A. Tweedy, N. Shields.	N. Shields, for fishing.		Ballast ..	Explosion in star-board combustion chamber.	1	S. 8	10 miles E.S.E. of Oquet Island, Northumberland.
23 Feb.	"Fiery Cross" .. 21 years.	Glasgow ..	(a) I.L. 100 A.I. (b) 8.38.	Ship, I.	1,399	A. J. Kain	J. D. Clink, Greenock.	Pisagua, Chili.	Yokohama	Phosphate rock.	Forward house, boats, &c. damaged by heavy sea.	1	S.E. 10	Lat. 33° 40' N., lon. 131° 45' E., N. Pacific.
26 Feb.	"Treasure" .. 15 years.	Parramatta, N.S.	(a) B. Ver. 3/3. I.L. 100 A.I. Years from 10.38. (b) 8.38.	Ship, W.	1,229	E. Knowlton	D. P. Soley, Economy, N.S.	Berry ..	Cape Town	Coal ..	Upper fore top-sail split, fore royal carried away, &c.	1	N.W. to W.S.W. 9	Lat. 38° 37' S., lon. 9° 7' W., S. Atlantic.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

— Feb.	"Anchoria" 24 years.	Glasgow ..	..	..	..	S.S., L ..	2,715	88	J. Wilson ..	A. C. Henderson, Glasgow.	Glasgow ..	New York	General, 97 passengers.	Boats and bin- nacle carried away; sails, smashed, &c.	1 (crew)	N.N.W. 12	Lat. 48° N., lon. 42° W., N. Atlantic.
2 Mar.	"Lincolnden" 3 years.	W. Hartlepool	..	..	..	S.S., Steel..	1,764	28	E. White ..	W. J. Sive- wright, W. Hartlepool.	Barry Dock	Colombo ..	Coal ..	Explosion of coal res.	1	N. 4	Lat. 18° 30' N., lon. 39° 50' E., Red Sea.
3 Mar.	"Chlo" About 2 years.	Not registered	..	..	..	Lugsail, W.	1	3	A. McKay, Lower Boro, Sutherlandshire.	..	Boro, for fishing.	..	Ballast ..	Sank; sub- sequently re- covered.	3	W. 7	Outsower, Sutherland- shire.
4 Mar.	"Orlanda" 20 years.	Liverpool	..	(a) 11, 11 <sup>1</sup> / <sub>2</sub> , 100 Al. (red) 1. (b) 229.	..	S.S., L ..	839	19	J. Newton ..	E. Morgan, London.	Swansea ..	Leghorn, Italy.	Coal ..	Explosion of coal gas in bunker.	1	W. 2	Lat. 46° 50' N., lon. 7° 45' W., N. Atlantic.
6 Mar.	"Lark" 2 years.	Hull ..	..	(c) 11, 11 <sup>1</sup> / <sub>2</sub> , 100 Al. Steam trawler. (b) 737.	..	Steam trawler, L.	65	9	G. Rickell ..	Pickering and Halden's Steam Traw- ling Co., Ltd., Hull.	Hull, for fishing.	..	Ballast ..	Main topmast carried away, &c.	1	W.S.W. 6	230 miles N.E. of Spurn Point, North Sea.
13 Mar.	H.M.S. "Terrible" 3 years.	..	..	..	..	1st Class Cruiser, Steel.	14,200	—	G. G. Robinson	.. ..	Gibraltar ..	Plymouth & Forde- mouth.	Ballast ..	Explosion of boiler tube.	1	—	Off Cape de Boas, N. Atlantic.
16 Mar.	"Norwegian" 34 years.	Glasgow	..	..	..	S.S., L ..	2,253	44	E. Pitts ..	Allen Line S.S. Co., Ltd., Glasgow.	Portland, Me.	Glasgow ..	General & cattle.	Loss of rail, cattle, &c.	1	N.N.W. 9	About Lat. 48° N., lon. 46° W., N. Atlantic.
26 Mar.	"Erna" 32 years.	Denmark	..	(a) 11, 11 <sup>1</sup> / <sub>2</sub> , 100 Al. (b) 538.	..	Barque, L	397	10	J. Thompson ..	C. P. Holm, Faro, Den- mark.	London ..	Santos ..	General ..	Decks swept &c.	1	W.S.W. 10	Portland Race, off Dorsetshire.
6 Apr.	"Sunburst" 2 years.	Not registered	..	..	..	Fishing boat, W.	3	4	P. Bone ..	O. Bone, Headue Co., Donegal.	Arannore Island, Co. Donegal.	Burton Fort, Co. Donegal.	Ballast ..	Capsized; sub- sequently re- covered.	2	S.W. 8	Arannore Roads, Co. Donegal.
7 Apr.	"Ingoldaby" 18 years.	Cardiff ..	..	(c) 11, 100 Al. (b) 491.	..	S.S., L ..	740	17	J. Smith ..	R. L. e. Cardiff.	Cardiff ..	La Rochelle, France.	Coal ..	Decks swept &c.	5	N.W. 10	Between Godrevy and the Longships, off Cornwall.
7 Apr.	"Spitfire" 22 years.	Ramsgate	..	..	..	Ketch, W.	39	5	S. Blackman, Ramsgate.	..	Milford Haven, for fishing.	..	Ballast ..	Thrown on beam ends, diminished, &c.	1	N.N.W. 9	15 miles E.N.E. of Lundy Island, Bristol Channel.
8 Apr.	"Allington" 22 years.	Gt. Yarmouth.	..	..	..	Ketch, W.	60	4	H. George, Winterton, Norfolk.	..	Gt. Yar- mouth.	Trales ..	Wood ..	Leaky, aban- doned; subse- quently towed to port.	1	N.W. 10	35 Miles N. by W. of the Longships, off Cornwall.
12 Apr.	"Brilliant" 22 years.	Aberdeen	..	(c) 11, 100 Al. (b) 738.	..	Ship, L ..	1,613	27	T. C. Carlton ..	J. Dudley, Aber- deen.	London ..	Sydney N.S. W.	General, 2 passengers.	Fire royal stay carried away.	1 (crew)	S.E. ..	Lat. 4° S. lon. 114° E. Indian Ocean.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

## (3) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 12 Apr.	"Morning Star" .. 1 year.	Not registered	.. ..	Fishing boat, W.	2	4	M. Neil, Cool West, Valentia Island, Co. Kerry.	Cool West, for fishing.	Ballast ..	..	Capsized; subsequently re-covered.	4	N.W. 8	Off Valentia Island, Co. Kerry.
13 Apr.	"Robina Rae" .. 1 year.	Not registered	.. ..	Lugger, W.	19	8	W. Craig, Eyemouth, Berwickshire.	Eyemouth, for fishing.	Ballast ..	..	Starboard light and screen carried away.	1	S.E. 9	23 miles E. by S. of St. Abb's Head, Berwickshire.
20 Apr.	"Framfield" .. 5 years.	London ..	(a) Ll. + Al. pk. awning deck with freeboard (b) 3.99.	S.S., Steel..	1,800	—	J.F. Wright .. F. Woods, London.	Fondiongne, W. Africa.	Ground nuts	..	Damaged by fire.	1	—	Fondiongne, French W. Coast of Africa.
21 Apr.	"Emerald" .. 8 years.	Lowestoft ..	.. ..	Dandy, W.	34	8	J. Barber .. J.J. Colly, Kirkley, Suffolk.	Newlyn, for fishing.	Ballast ..	..	Bulwarks damaged by heavy sea.	1	7	About 10 miles E. by S. of Bishop Rock, Solly Isles.
22 Apr.	"Incharran" .. 10 years.	Liverpool ..	(a) Ll. + 100 Al. (b) 3.99.	S.S., Steel..	1,884	30	J. C. Woodhall.	Galveston ..	General ..	..	Deck cargo shifted.	1	N.E. 9	Lat. 28° 18' N. lon. 70° 30' W., N. Atlantic.
22 Apr.	"Ormazan" .. 1 year.	Liverpool ..	(a) Ll. + 100 Al. spar deck (b) 1.99.	S.S., Steel..	2,066	—	F. Walker .. Liverpool Shipping Co., Ltd., Liverpool	Batoum ..	Shanghai..	Case oil ..	Coal washed overboard.	1	— 12	Lat. 13° 53' N. lon. 113° E., China Sea.
26 Apr.	(No name) .. New	Not registered	.. ..	Fishing canoe.	about 2	3	J. Moynahan, Moorstown, Co. Kerry.	Brandon Creek, for fishing	Ballast ..	..	Sank; subsequently raised and repaired.	2	N. 3	Entrance to Brandon Creek, Co. Kerry.
19 May	"Olwen" .. 3 years.	Millford ..	(a) Ll. + 13 Al. (b) 1.97.	Schooner, W.	124	6	O. Davies .. W. Francis, Milford Haven.	Bio Grande do Sul.	Falmouth.	Hides ..	Wheel house carried away, &c.	1	W.S.W. 10	Lat. 45° 45' N. lon. 22° 24' W., N. Atlantic.
23 May	"Carmoney" .. 15 years.	Belfast ..	(a) Ll. + 100 Al. (b) 9.97.	Barque, L.	1,265	19	J. Smyth .. J. Stewart & Co., London.	Malbourne	London ..	General, 2 passengers.	Decks swept ..	1	N.E. to N.W. 12.	Lat. 57° S. lon. 38° 28' W., S. Atlantic.
5 June	H.M.S. "Nautilus"	.. ..	.. ..	Training brig, W.	501 about 100	..	.. ..	Moored in Plymouth Sound.	Ballast ..	..	Boom carried away.	1	Calm ..	Off Cobble Buoy, Plymouth Sound.
30 June	"Ides" .. 52 years.	Aberystwith ..	.. ..	Ketch, W.	61	4	J. Williams .. J. Williams, Portmadoc.	Portmadoc	St. Helena, I. of Wight.	Slates ..	Top lift of main boom carried away.	1	S.W. 7	10 miles S. by W. of the Eddystone, off Devonshire.
30 June	Name unknown .. Age unknown.	Not registered	.. ..	Lugger, W.	about 1	1	D. Jones .. T. Mill, Moylegrove, Berwickshire.	Celtwyr, on a pleasure trip.	Ballast ..	..	Capsized; subsequently re-covered.	1	S.S.W. 9	Off Celtwyr, Moylegrove, Berwickshire.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Appendix C., Table 3.—Detailed Statement of Casualties Involving TOTAL LOSS OF VESSEL, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in four divisions, viz.: (1) Foundering, (2) Strandings, (3) Collisions, (4) Other Causes.

Note.—Casualties on the North American Lakes are tabulated as "River and Harbour Casualties."

(1) FOUNDERINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 17 Oct.	"Look out" 30 years.	Not registered	.. ..	Lighter, W.	95	2	J. Fogg ..	Salt Union, Ltd., Liverpool	Northwich ..	Liverpool..	Salt ..	1	E. 5	Near Birkenhead Stage, River Mersey.
30 Nov.	"City of Almsworth" 6 years.	New Westminster, B.C.	.. ..	S.S., W. ..	122	13	A. Lean ..	J. Patterson, Nelson, B.C.	Pilot Bay, B.C.	Bykerk, B.C.	General, 18 passengers.	9 (6 crew & 3 pas- sengers).	S.E. 8	6 miles S. of Pilot Bay, Kootenay Lake, British Columbia.
1899. 1 Jan.	"Virtue" 54 years.	Whitby ..	.. ..	Keitch, W. ..	47	3	J. Hutton..	W. Roberts, Whitby.	Lying in River Blyth.		Coal ..	—	W. 6	River Blythe, Northumber- land.
12 Jan.	"Ruby" 36 years.	Rochester ..	.. ..	Spritail Barge, W.	38	None on board	T. David ..	G. Marshall, Strood, Kent.	Moored at Greenhithe, River Thames.		Manure ..	—	W.N.W. 10	Greenhithe, River Thames.
13 Jan.	"Traveller" 61 years.	Gt. Yarmouth ..	.. ..	Lighter, W.	98	2	J. Brown ..	R. and W. Paul, Lim., Ipswich.	Loading in Harwich Harbour.		Malze ..	—	W. 9	Harwich Harbour, Essex.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 10 June	"William and Sarah Ann" 41 years.	Goole ..	.. ..	Schooner, W.	57	2	J. Batty, Hull.		Loading near Goole, Ouse.		Sand ..	—	—	Goole Reach, River Ouse.

## RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas, (b) Date of last S.R. &c.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 3 July	"Northumbria" .. 32 years.	Sunderland ..	.. .. .	Brig, W. ..	288	8 and pilot.	J. Wilkinson ..	E. R. Dix, Sunderland.	W. Arm, (Shoreham Harbour, (in tow).	E. Arm, Shoreham Harbour.	Coal ..	—	W.N.W. 2	E. Arm, Shoreham Harbour, Sussex.
2 Sept.	"Industry" .. 29 years.	Gloucester ..	.. .. .	Trow, W. ..	24	3	S. Bush ..	H. Field, Saul, Gloucestershire.	Chepstow ..	Arlingham, R. Severn.	Stone ..	1	Calm	Severn Bridge, River Severn.
17 Oct.	"Fanny Anne" .. Age unknown.	Not registered	.. .. .	Lugger (yacht), W.	5	None on board.	.. .. .	Williams, Edinburgh.	Moored in E. Harbour, Granton.	E. Harbour, Granton, Edinburgh.	Ballast ..	—	E. 10	E. Harbour, Granton, Edinburgh.
17 Oct.	"Idog" .. 30 years.	Sweden ..	.. .. .	Brig, W. ..	263	8	H. P. Wickberg ..	T. Ingvarsson, Brantevik, Sweden.	Rafes, Finland.	Tsypport ..	Deals and battens.	—	E. 10	Granton Harbour, Edinburgh.
17 Oct.	"Ina" .. 17 years.	Not registered	.. .. .	Cutter (yacht), W.	3	None on board.	.. .. .	Mrs. Black, Edinburgh.	Moored in E. Harbour, Granton.	E. Harbour, Granton, Edinburgh.	Ballast ..	—	E. 10	E. Harbour, Granton, Edinburgh.
17 Oct.	"Thyra" .. 23 years.	Denmark ..	(a) B. Ver. 3/3. G. L. 1. for 2 years from 10.97. (b) 10.97.	Schooner, W.	75	4	L. O. Nielsen ..	L. T. Carstensen, Thisted, Denmark.	Moored in W. Wemyss Harbour.	W. Wemyss Harbour.	Ballast ..	—	E. 10	W. Wemyss Harbour, Fifeshire.
17-18 Oct.	"Thistle" .. 18 years.	Not registered	.. .. .	Cutter (yacht), W.	4	None on board.	.. .. .	Johnson, Granton.	Moored in E. Harbour, Granton.	E. Harbour, Granton, Edinburgh.	Ballast ..	—	E. 10	E. Harbour, Granton, Edinburgh.
18 Oct.	"Amateurs" .. 23 years.	Norway ..	.. .. .	Smack, W.	65	4	H. Birkeland, Soggedal, Norway.	.. .. .	Lying in W. Wemyss Harbour.	W. Wemyss Harbour.	Ballast ..	—	E. 10	W. Wemyss Harbour, Fifeshire.
18 Oct.	"Hiskelina" .. 35 years.	Germany ..	.. .. .	Schooner, W.	78	4	L. Fred, West Rhaderfehn, Germany.	.. .. .	Moored in W. Wemyss Harbour.	W. Wemyss Harbour.	Ballast ..	—	E. 10	W. Wemyss Harbour, Fifeshire.
18 Oct.	"Maren" .. 24 years.	Germany ..	(a) B. Ver. 3/3. G. L. 1. for 3 years from 1.98. (b) 1.98.	Schooner, W.	118	5	B. Shulke ..	H. Sassen, Borsel, Germany.	Moored in W. Wemyss Harbour.	W. Wemyss Harbour.	Ballast ..	—	E. 10	W. Wemyss Harbour, Fifeshire.
18 Oct.	"Maria Ann" .. 14 years.	Not registered	.. .. .	Fishing lugger, W.	29	—	D. Neismith, Jun., Fisharrow, Edinburgh.	.. .. .	Laid up in Fisharrow Harbour.	Fisharrow Harbour.	Ballast ..	—	E. 10	Fisharrow Harbour, Edinburgh.
18 Oct.	"Made" .. 26 years.	Germany ..	.. .. .	Schooner, W.	46	3	B. J. Dodd, Wester Accumerasel, Germany.	.. .. .	Moored in W. Wemyss Harbour.	W. Wemyss Harbour.	Ballast ..	—	E. 10	W. Wemyss Harbour, Fifeshire.

## RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

13 Oct.	"Onward" 21 years.	Leith ..	..	..	..	8	None on board.	..	..	W. Gunn, Trinity, Edinburgh.	Lying on slip at Granton	..	..	E. 10	Granton Harbour, Edin- burghshire.
18 Oct.	"Safir" 22 years.	Norway ..	..	..	..	124	6	J. Hansen	..	A. O. Nodeland & Co., Christian- sand, Norway.	Moored in W. Wemyss Harbour.	Ballast	..	E. 10	W. Wemyss Harbour, Fife- shire.
18 Oct.	"Warrior" 20 years.	Leith ..	..	..	..	19	2	J. Cunningham	..	G. Neilson, Glasgow.	Moored in Morrison's Haven.	Fireclay pipes.	..	E. 10	Morrison's Haven, Hadding- tonshire.
27 Oct.	"O. P. Minch" Age unknown.	U.S.A. ..	..	..	..	About 80.	—	..	..	..	..	Lumber	..	N.E. 9	Taounesh Bay, Cove Island, Lake Huron, Canada.
— Oct.	"Henry Thullier" 23 years.	Cork ..	..	..	..	28	None on board.	..	..	H. Thullier, Kinsale.	Laid up at Kinsale.	Ballast	..	S. 6	Lobster Quay, Kinsale, Co. Cork.
23 Nov.	"Fanny" 55 years.	Barnstaple ..	..	..	..	49	3	J. Kemp	..	Mrs. M. Kemp, Barnstaple, Devonshire.	Newport, Mon.	Coal	..	N.E. 6	Near Barnstaple, River Taw.
18 Dec.	"Palma" 23 years.	W. Hartlepool.	..	..	..	709	15 & pilot.	W. R. S. Forsyth.	..	G. H. Pearson & Co., London.	Troon ..	Coal	..	S.W. 4	The Casquets, River Bayonne, France.
27 Dec. 1899.	"Leaping Water" 17 years.	Not registered.	..	..	..	9	None on board.	A. Scott, Torquay.	..	..	Moored in Torquay Harbour.	Ballast	..	W.S.W. 10	Torquay, Devonshire.
2 Jan. 1899.	"Don de Dieu" 22 years.	France ..	..	..	..	23	4	E. Ordisier	..	E. Corbet, Havre, France.	Moored at St. Helier's, Jersey.	Coke	..	W. to N.W. 9	Albert Pier, St. Helier's, Jersey.
25 Jan.	"George and Her- bert" Age unknown.	Not registered.	..	..	..	73	3	J. Pawson	..	Foster Bros., Hull.	Hull ..	Manure	..	—	Trent Railway Bridge, River Trent.
14 Mar.	"Isobel" 12 years.	Glasgow ..	..	..	..	350	12	D. Leitch	..	A. F. Blackater, Glasgow.	Goole..	Coal	..	Calm.	Near Whitton No. 2 buoy, River Humber.
11 Apr.	"Daggy" 44 years.	Norway ..	..	..	..	361	9	O. J. Peterson	..	W. Augensen, Frederickstadt, Norway.	Frederick- stadt	Timber	..	N.N.W. 6	Durdalk Harbour, Co. Louth.
16 Apr.	"Brunette" 24 years.	Dublin ..	..	..	..	48	3	P. Roche	..	J. Phillips, Wick- low.	Garston ..	Coal	..	N.E. 4	Wicklow Harbour, Co. Wicklow.
10 May	"John and Eliza- beth" 43 years.	Goole ..	..	..	..	60	2	T. Ancliffe	..	R. Batty, Hull.	Moored in R. Ouse.	Wood	..	—	Near Goole, River Ouse.
20 May	"Diane" 30 years.	Portsmouth ..	..	..	..	63	5	G. Cooke	..	A. F. Penraven, Ipswich.	Ipswich .. (in tow.)	Ballast	..	S.W.	About 1 mile below Ipswich Docks, River Orwell.

## RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 13 June	"Viscengen" .. 26 years.	Rockhampton, Queensland.	..	S.S., I. ..	150	9	C. T. Lawrence	W. Reid & Co., Lim., Rockhampton, Queensland.	Trading in the port of Rockhampton.		Ballast, 28 passengers.	S.S. "Leichhardt," of Sydney, N.S.W.	—	Calm	Archer's Crossing, Fitzroy River, Queensland.
6 July	"Thomas Tuff" .. 61 years.	London ..	..	Spritsail barge, W.	38	2	W. J. Crone	W. S. Drummond, Charlton, Kent.	Lower Hope, R. Thames.	Blackfriars, London.	River ballast.	S.S. "Alexandra," of Glasgow.	—	N.W. 1	Erith Sands, River Thames.
21 July	Unknown .. Age unknown.	Colonial un-registered	..	Twako (sailing), W.	Unknown, say 50	—	..	..	..	..	Rice	Unregistered S.S. "Boon San I," of Singapore.	—	—	Singapore Harbour, Straits Settlements.
8 Aug.	"Kolipae" .. Age unknown.	Not registered	..	Dumb barge, W.	about 40	—	..	J. Gooch & Son, Erith, Kent.	Moored to a steamer off Deptford.		..	S.S. "Kveline," of Newcastle-on-Tyne.	—	—	Off Deptford, River Thames.
11 Aug.	"Elizabeth" .. 15 years.	Not registered	..	Flat, W.	60	None on board	J. Hardley, Runcorn	Runcorn	Moored at Runcorn		Ballast	S.S. "Casida," of Newport, Mon.	—	W. 2	Runcorn, Manchester Ship Canal.
14 Aug.	"Star of the West" .. 15 years.	Not registered	..	Waterman's boat, W.	about 1	1	J. Baker, Devonport	Devonport	Ottery, River Tamar.	Matton Cove, Devonport.	Ballast, 8 passengers.	Unregistered S.S. "Devonia," of Plymouth.	1 (passenger).	N.W. 2	About 100 yards N. of Cremyll Beach, Hamoaze, River Tamar.
26 Sept.	"Krama Hawthorn" .. 39 years.	London ..	..	Spritsail barge, W.	43	2	H. Russell	E. Hawthorn, London.	Royal Albert Dock, R. Thames.	Coombe Point, R. Thames.	Mannure, 1 passenger.	S.S. "Matiana," of Glasgow.	1 (passenger).	E. 5	Off Town Pier, Gravesend, River Thames.
4 Oct.	"Beattie Maud" .. 15 years.	Sydney, N.S.W.	..	Schooner, W.	63	4	E. Anderson	J. Hunter, Sydney, N.S.W.	Cape Hawk	Sydney, N.S.W.	Timber, 1 passenger.	S.S. "Vorawa," of Glasgow.	—	N.W. 2	Newcastle Harbour, New South Wales.
29 Oct.	"Erue" .. Age unknown.	Not registered	..	Dumb barge, W.	130	None on board	..	W. Cory & Son, Lim., London.	Moored in Galleon's Reach, R. Thames.		Coal	S.S. "Tynemouth," of Newcastle-on-Tyne, and several barges.	—	W.S.W. 4	Galleon's Reach, River Thames.
22 Nov.	"Mary Jane" .. Age unknown.	Not registered	..	Steam derrick, W.	40	2	J. E. Jones	Williams & Jones, Liverpool.	Brooklee Dock, Liverpool.	West Water-into Dock, Liverpool.	Ballast	S.S. "Tasmo," of Glasgow.	—	E.S.E. 2	Off Collingwood Dock, River Mersey.
5 Dec.	"Lillian" .. Age unknown.	Not registered	..	Skiff, W. ..	1	2	G. D. Hardee	G. T. Hardee, London.	Blackfriars	Greenwich	Ballast	Steam tug "Leo," of London.	—	W.N.W. 1	Off Dundee Wharf, Wapping, River Thames.

## RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

9 Dec.	"Fanny" .. 30 years.	London ..	..	..	Spritsail barge, W.	36	3	W. Robinson ..	B. Robinson, London.	Erith Reach, R. Thames.	Greenwich	Chalk	S.S. "Lockwood, of London.	—	S.W. 5	Erith Reach, River Thames.
16 Dec.	"Bombay" .. 10 years.	Not registered	..	..	Dumb barge, W.	72	1	F. C. Brand ..	Deering & Ro- bottom, London.	Victoria Dock, R. Thames.	Royal Albert Dock, R. Thames.	Tallow and pelts.	S.S. "Montalm," of Liverpool, & unregistered dumb barge "Bengal," of London.	—	W. 4	Manor Way Cutting, Royal Albert Dock, River Thames.
18 Dec.	"Surprise" .. 20 years.	Not registered	..	..	Sloop, W. ...	90	2	J. Horner ..	F. Peasegood, Hull	Hull ..	Goole ..	Manure ..	S.S. "Hobble," of Goole.	—	Calm	Off Swinfleet, River Ouse, Yorkshire.
27 Dec. 1899.	"Great Western" 23 years.	Liverpool ..	..	..	Steam tug, I.	99	6	S. Davies ..	W. & T. Jolliffe, Liverpool.	Moored at Prince's Landing Stage, R. Mersey.	..	Ballast	S.S. "Louth," of Dublin	—	S.S.W. 9	Prince's Landing Stage, River Mersey.
12 Jan.	"Irishman" Age unknown.	Not registered	..	..	Hulk, W. ...	96	None on board	T. J. Morrow ..	J. Milligen & Co., Lim., Belfast.	Moored at Belfast.	..	Ballast	Unregistered British S.S. "Africa," and lighters "Ribble" and "Lune."	—	W.N.W. 9	Abercorn Basin, Belfast Harbour.
12 Jan.	"Lune" .. Age unknown.	Not registered	..	..	Lighter (sailing), Composite.	96	None on board	.. ..	Wigan Coal & Iron Co., Wigan.	Moored at Belfast.	..	Coal	Unregistered British S.S. "Africa" and lighters "Ribble" and "Irishman."	—	W.N.W. 9	Abercorn Basin, Belfast Harbour.
12 Jan.	"Ribble" .. Age unknown.	Not registered	..	..	Lighter (sailing), Composite.	96	None on board	.. ..	Wigan Coal & Iron Co., Wigan.	Moored at Belfast.	..	Coal	Unregistered British S.S. "Africa" and lighters "Lune" and "Irishman."	—	W.N.W. 9	Abercorn Basin, Belfast Harbour.
15 Jan.	"Henry" .. Age unknown.	Not registered	..	..	Dumb barge, W.	28	4	H. W. Driver ..	Nash & Miller, London.	Half Way House Point, R. Thames.	Greenwich	Sand	S.S. "Cormorant," of London.	—	S.W. 4	Blackwall Reach, River Thames.
19 Jan.	"Clara" .. 7 years.	Not registered	..	..	Spritsail, W.	about 1	1	A. J. Coombes, Devonport.	H.M.S. "Nile," lying in Hamoaze.	H.M.S. "Nile," lying in Hamoaze.	Mutton Cove, Levonport.	Ballast	Unregistered S.S. "Lady of the Lake," of Ply- mouth.	—	S.W. 3	The Hamoaze, River Tamar.
4 Feb.	"Beatrice" .. 64 years.	Liverpool ..	..	..	Flat W. ..	56	2	A. Allman ..	Liverpool Light- erage Co., Lim., Liverpool.	Liverpool ..	Birkenhead	Ballast	S.S. "Campania," of Liverpool	—	S.E. 7	Southward of Canada Basin, River Mersey.
10 Feb.	"Sarah" .. Age unknown.	Not registered	..	..	Keel, W. ..	100	2	T. Jackson ..	Foster & Bros., Hull.	Brough, R. Humber.	Goole ..	Resin	S.S. "China" of Goole.	—	S. 3	Near No. 4, Whitton Lightship, River Humber.
15 Feb.	"Unity" .. Age unknown.	Not registered	..	..	Dumb barge, W.	28	1	.. ..	F. S. Temple- man & Co.	Depdford ..	Rainham ..	Bullock blood.	S.S. "Philomel," of London.	—	S. 1	Off Depdford Creek, River Thames.

## RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

## (3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 14 Mar.	"Westco" .. 27 years.	S. Shields	(a) Ll. A1. (in red) 1. (b) 1.98.	S.S., ..	27	17	F. W. Swinbanks.	A. Oay, Newcastle-on-Tyne.	Newcastle.	London ..	Coal ..	Ketch "Haldon" of Exeter, S.S. of Newhaven, of Leith, S.S. of Blencoe, of Newcastle, & S.S. "Plato," of Hull.	—	E.L.	Woolwich Reach, River Thames.
22 Mar.	"Mount Vernon" .. 30 years.	Swansea	(a) Ll. A1. (b) 11.98.	Barque, I..	528	11 & pilot.	J. W. Thomas.	G. Shepherd, Swansea.	Rosario ..	Falmouth for orders.	Wheat ..	Norwegian barque, "Hans del Lust."	—	N.E. 4	Near Rosario, River Paraná, Argentine Republic.
4 Apr.	"Wilberforce" .. 34 years.	S. Shields	.. ..	Steam tug, W.	17	4	T. Aitken ..	W. Aitken, S. Shields.	Towing in Albert Edward Dock, N. Shields.		Ballast ..	Norwegian "Sagvold" Jarl.	—	W. 6	Albert Edward Dock, N. Shields.
7 June	"Oordite" .. 20 years.	Not registered	.. ..	Dumb barge, W.	25	2	H. A. Brown ..	Spencer Chapman & Co., Lim., London.	Silvertown, R. Thames.	Waltham Abbey.	Sulphuric acid.	S.S. "Alba," of W. Harlepool.	—	N.E. 1	Off Silvertown, River Thames.
14 June	"Rival" .. 37 years.	Not registered	.. ..	Pilot boat, W.	18	1 only on board	.. ..	M. Mitchell, Swansea.	Laid up at Swansea.		Ballast ..	S.S. "Albertina," of Newcastle-on-Tyne.	—	Calm ..	South Dock, Swansea.

## (4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 8 June	"May Queen" .. 30 years.	Hallifax, N.A.	.. ..	S.S., I. ..	90	—	.. ..	J. J. Moffatt, N. Sydney, C.B.	Laid up at Baddeck, C.B.		.. ..	Burnt ..	—	—	Baddeck Harbour, Cape Breton.



RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 10 Feb.	"Star" Age unknown.	Not registered	.. ..	Flat, W. ..	60	J. Limb..	G. Hookon, Liverpool.	Liverpool (In tow).	WestonPoint	Bones ..	Capsize; after-wards blown up.	—	S.W. 8	Nearly opposite Weston Mersey Lock, River Mersey.
— Mar.	"Pride" 57 years.	Tralee ..	.. ..	Dandy, W.	21	.. ..	R. McGowen, Tralee, co. Kerry.	Laid up at Tralee.	Tralee.	Ballast ..	Burnt ..	—	—	Canal Basin, Tralee, co. Kerry.

Appendix C.—Table 4.—Detailed Statement of Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1899, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in Three Divisions, viz.: (1) Strandings, (2) Collisions, (3) Other Causes.

(1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 23 Oct.	"Hector" 3 years.	Colonial (not registered).	.. ..	Barge, W.	539	5	C. Lafrance	Montreal Transportation Co., Montreal.	Charlotte ..	Kingston ..	Coal ..	1	S.W. 9	Opposite Nicholson's Island, Lake Ontario, Canada.
1899. 8 Feb.	"Rose Hill" 24 years.	Workington ..	(a) 11. 1/2 100 AL. (b) 1898.	Barquentine, W.	184	2 only on board.	J. M. Jensen	W. Price, Liver- pool.	Moored near Creek, R. Thames.	Barking	Ballast, 4 passengers.	4, (1 crew and 3 passen- gers.)	W. 7	A little below Barking Creek, River Thames.

## RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas (b) Date of last Survey	Description of Vessel, and whether Iron or Wood	Tons	Crew	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Passengers (if any)	Name and Port of Colliding Vessel	No. of Lives Lost	Wind	Place of Casualty
1898. 13 July	"Bull Dog" Age unknown	Not registered	..	S.S., I ..	13	2	T. White	Channel Dry Docks Ship- building and Engineering Co., Passage West	Patriot's Quay, Cork.	Passage West.	Stores	S.S. "Queen- stown," of Cork.	2	N. 2	Near Passage West, River Lee.
16 Oct.	"Japan" 5 years.	Gresnook ..	..	S.S., Steel..	2,796	83	G. K. Wright..	Peninsular and Oriental Steam Nav- igation Co., London.	Yokohama.	Antwerp ..	General ..	S.S. "Saint Bonana, of Liverpool.	1 (a Lascar)	S.E. 3.	Off La Perle Light, River Scheldt, Bel- gium.
17 Nov.	"Harriett" 27 years.	Bocheester ..	..	Spritsail barge, W.	37	2	C. Coleman ..	J. Epps, Milton, Kent.	Milton, Kent.	London ..	Bricks ..	German, S.S. "Mawla."	1	S. 1	Bugby's Reach, River Thames.
5 Dec.	"Elsa" 15 years.	Germany ..	..	S.S., I ..	453	15 & pilot.	H. Bethmann	N. O. Rhederel, Hamburg, Germany.	Hamburg..	Manchester	General ..	S.S. "Rosemore," of Liverpool.	1	W.S.W. 5	Between Egremont and Seacombe Stages, River Mersey.
6 Dec.	"Flo" 16 years.	London ..	..	Top-sail barge, W.	56	2	H. W. Jewiss ..	H. Keep, Lon- don.	Royal Al- bert Dock, R. Thames.	Beckton, R. Thames.	Ballast ..	Unregistered lighter "Glas- gow," of Lon- don.	1	W.S.W. 5	Off upper entrance to Royal Albert Docks, River Thames.
17 Dec.	No name .. Age unknown.	Not registered	..	Barge's boat, about 1	2	2	.. ..	J. Scholey, London.	Millwall Docks, R. Thames.	Greenwich	..	Steam tug "Grap- pler," of Lon- don.	1	— 2	Just below Millwall Docks, River Thames.
1898. 13 Jan.	"Monarch" 16 years.	Glasgow ..	..	Steam tug, L	14	6	A. Thompson..	A. McKinnon, Greenock.	Tail of the Bank.	Glasgow ..	Ballast ..	S.S. "Davna," of Campbeltown.	1	S.E.	Opposite Cardross Light, River Clyde.
2 Feb.	"Mary Ann" About 16 years.	Not registered	..	Keel, W. ..	100	2	E. Dawe ..	Cottingham Bros., Goole.	Hull..	Goole ..	Ballast ..	S.S. "Sinbad," of Newcastle-on- Tyne.	1	N. 1	Goole Reach, River Ouse, Yorkshire.
28 April	"Hopper Barge" No. 6. 22 years.	Liverpool ..	..	Sand pump dredger, (S.S.), I.	135	12	W. Manson ..	Mersey Docks and Harbour Board, Liver- pool.	Liverpool Bay.	Liverpool	Ballast ..	Steam hopper barge "No. 61," of London.	1	S. 1	Off Prince's Landing Stage, River Mersey.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 6 July	"Manitoba" 6 years.	London..	(a) LL 100 Al. (b) 3.88.	S.S., Steel..	3,653	Un- k'n. 75 steve- dores on board	T. F. Gates ..	Atlantic Trans- port Co., Lim., London.	Moored in Royal Albert Dock, R. Thames		General ..	Explosion of "primers."	5 (steve- dores).	—	Royal Albert Dock, River Thames.
14 July	"Ann McCormick" 35 years.	Irvine ..	.. ..	Schooner, W.	50	3	A. Sinclair ..	Mrs. C. Alcorn, Oban, Argyll- shire.	Lying at Garston, River Mersey.		..	Lift away.	1	—	Old Dock, Garston, River Mersey.
25 July	"George" 4 years.	Dublin ..	(a) LL 100 Al. (b) 4.88.	S.S., Steel..	241	13	J. Willoughby ..	M. Murphy, Dublin.	Moored at Ardrossan.		Coal ..	Strap securing stage to fore- mast gave way.	1	Calm	New Dock, Ardrossan, Ayrshire.
1 Aug.	"Mount Carmel" Age unknown.	Not registered	.. ..	Spritsail & foresail, W.	about 3	9	H. Gallagher ..	Liverpool.	Herculanum Dock, Liverpool, on a pleasure cruise to New Brighton.		Ballast ..	Capricious; subse- quently re- covered.	2	N.N.W. Squally.	Near New Brighton, River Mersey.
28 Aug.	"Fernando" 7 years.	Newcastle-on- Tyne.	(a) LL 100 Al. Part awning deck with fore- board. (b) 3.97.	S.S., Steel..	1,568	23	J. P. Sharp ..	J. T. Lunn, Newcastle- on-Tyne.	Lying at Montreal		General ..	Damaged by fire.	1	N.E. 4	Windmill Point Wharf, Montreal, Canada.
28 Aug.	"Lady of the Lake" About 5 years.	Not registered	.. ..	Spritsail (water- man's boat), W.	1	1	P. Dudge, Beer Ferrers, Devon- shire.	Devon- shire.	Beer Fer- rers, River Tavy.		Ballast .. 1 passenger.	Capricious; subse- quently re- covered.	1 (pas- senger).	W.N.W. 4	Warleigh Point, River Tamar.
1 Sept.	"City of Vienna" 8 years.	Glasgow ..	.. ..	S.S., Steel..	2,979	—	J. Campbell ..	G. Smith, Glas- gow.	Lying at Glasgow.		General (part cargo).	Joint of studge door of after boiler gave way.	2 (Las- cars).	—	Queen's Dock, Glas- gow.
17 Oct.	"Cedar" Age unknown.	Not registered	.. ..	Lighter, W.	80	2	J. Bostock ..	Manchester Ship Canal Co., Liver- pool.	Moored at entrance to Morpoth Dock Lock, Birkenhead.		Galvanized iron, &c., 2 passen- gers.	Dock gates car- ried away; vessel swept into the river and aban- doned; subse- quently re- covered.	1	E. 5	Entrance to Morpoth Dock Lock, Birken- head, River Mersey.
17 Oct.	"James" Age unknown.	Not registered	.. ..	Lighter, W	60	2	A. Williams ..	Manchester Ship Canal Co., Liver- pool.	Moored at entrance to Morpoth Dock Lock, Birkenhead.		Galvanized iron &c.	Dock gates car- ried away; vessel swept into the river and aban- doned; subse- quently re- covered.	1	E. 5	Entrance to Morpoth Dock Lock, Birken- head, River Mersey.

## RIVER AND HARBOUR CASUALTIES—PARTIAL LOSSES WITH LOSS OF LIFE.

1 Dec.	"Royston Grange" 1 year.	London..	(a) LL $\frac{1}{2}$ 100 AL. Star deck. (b) 838.	S.S., Steel ..	2,013	56 & 17 cal- tlemen.	A. Murrison ..	F. H. Houlder, London.	Lying at Wallasey Cattle Stage, R. Mersey.	General and live stock, 18 passen- gers.	Hock in the fall broke, allowing cattle gangway to drop.	1 (crew)	S.W. 6	Wallasey Cattle Stage River Mersey.
13 Dec.	"Ann" 37 years.	Liverpool	..	Flat, W. ..	63	2	C. Houghton ..	J. & W. Stone, Liverpool.	Garston ..	Coal, 1 pas- senger.	Capized and sank; subse- quently raised and repaired.	3 (2 crew and 1 pas- senger).	W.S.W. 9	About 600 yards S. of Upper Mersey Light- ship, River Mersey.
26 Dec.	(No name) .. 6 years.	Not registered	..	Lighter, W.	30	2	P. Whitty ..	Dockyard Co., Wexford.	Wexford ..	Coal ..	Capized and sank; subse- quently raised and repaired.	2	S.W. 10	Point of Park, River Slaney.
1899. 5 Mar.	"Gazelle" .. 26 years.	France ..	..	Brigantine, W.	78	6	E. Kerfountain	L. Thomas, Boulogne, France.	Moored at Llanelly.	Coal ..	Explosion of coal gas, owing to explosion of paraffin lamp.	1	Calm	Nevill's Dock, Llanelly, Carmarthenshire.
9 Mar.	"Gandia" .. 3 years.	Greenock	..	S.S., Steel..	4,185	108	W.H. Haughton	Peninsular and Oriental Steam Navigation Co., London.	Antwerp ..	General ..	Crane carried away.	1	—	Victoria Dock, Bom- bay, W. coast of India.
10 Mar.	"Thames" .. 9 years.	London..	..	S.S., Steel..	3,369	144	F. Messervy ..	Royal Mail Steam Packet Co., London.	Southamp- ton.	General, No. of passen- gers un- known.	Explosion of va- pour from rum.	1 (crew)	—	Monte Video Harbour, Uruguay.
7 April	(No name) .. About 10 years.	Not registered	..	Yawl (ferry boat), W.	about 2	2	W. H. Lang ..	J. Mead, Falmouth.	Flushing ..	Ballast, 3 passengers.	Capized and sank; subse- quently raised and repaired.	1 (pas- senger).	W.N.W. 7.	Off Flushing Quay, Falmouth Harbour.
11 April	"Lark" Age unknown.	Not registered	..	Lugsail, W.	about 2	1	J. Storey, Shotley, Suffolk.	Shotley, Pier.	Harwich ..	Marketing	Capized & sank; subsequently raised and repaired.	1	N.W. 6	$\frac{1}{4}$ mile S. of Shotley Pier, Harwich Har- bour.
24 April	"Verona" .. 20 years.	Greenock	..	S.S., L ..	1,960	about 150	F. Speck ..	Peninsular & Oriental Steam Navi- gation Co., London.	Moored at Southampton.	General ..	Ignition of coal dust and gas.	1 (a Lascar).	—	Ocean Quay, South- ampton Dock.
7 May	"October" .. 25 years.	Rochester	..	Spiritall, W.	40	2	H. Dorrell ..	Burham Brick, Lime, & Ce- ment Co., Ltd., London.	Chatham ..	Empty casks.	Steering gear gave way.	1	E.S.E. 4	Near Folly Point, R. Medway.
20 May	"Clan MacLaren" .. New.	Glasgow	..	S.S., Steel..	1,775	56	E. H. Bond ..	Cayzer, Irvine, & Co., Glas- gow.	Moored in Queen's Dock, Glasgow.	General ..	Damaged by fire.	1 (a Lascar).	—	Queen's Dock, Glasgow.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 1 June	"Banfshire" 5 years.	Glasgow	(a) LL 100 AL. (b) 4.98.	S.S., Steel..	3,608	1 & a watch- man only on board.	F. Stewart	E. Martin, Glasgow.	Moored in Docks, R. Thames.	Victoria Docks, River Thames.	Mutton (part cargo).	Damaged by fire	1 (shore hand).	E. 4	Victoria Docks, River Thames.
29 June	"Nador" 15 years.	Austria- Hungary.	(a) LL 100 AL. (b) 4.98.	S.S., I. ..	1,790	38 & Pilot	A. Sepich	Hungarian Levante S.S. Co., Ltd., Buda - Pesth, Hungary.	Newport, Mon.	Constanti- nople.	Coal ..	Explosion of coal gas.	2 (crew)	N.W. 5	Opposite Powderhouse Point, River Uak.



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